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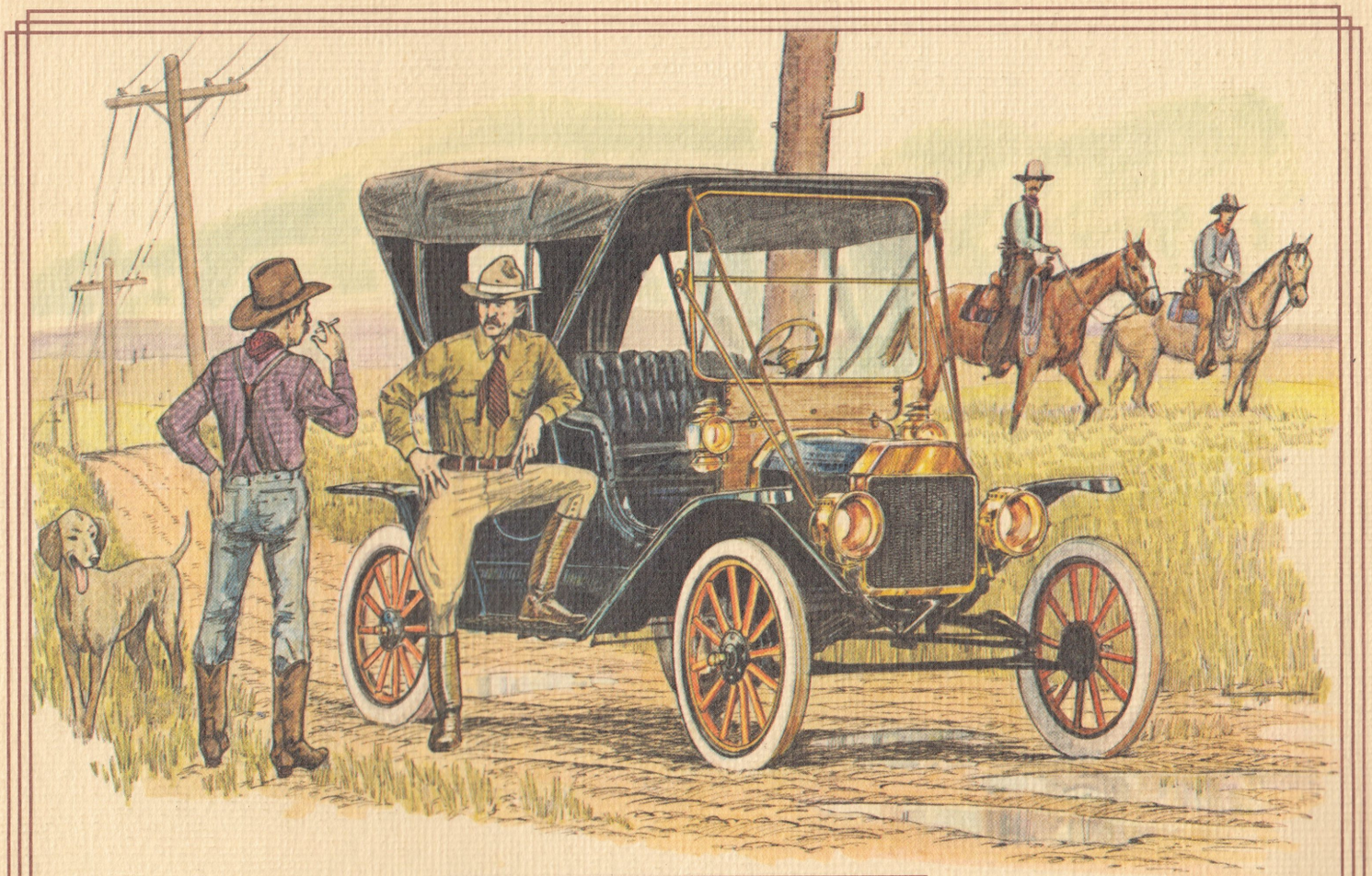

1909 FORD TOURING

VINTAGE CANADA

THE NATIONAL ASSOCIATION OF ANTIQUE AUTOMOBILE CLUBS OF CANADA

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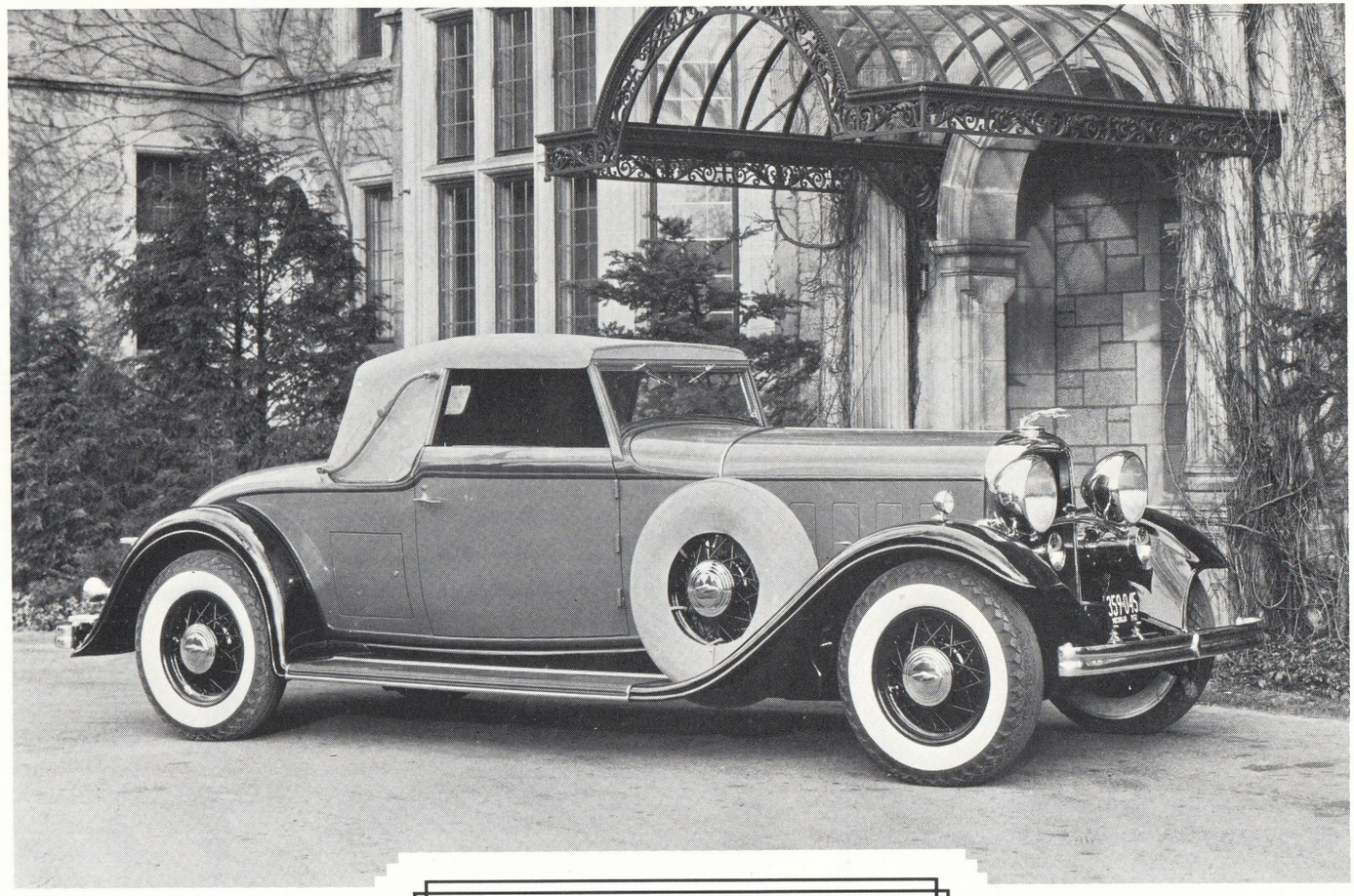

1932 LINCOLN CONVERTIBLE

VINTAGE CANADA

VOLUME 1 NO. 1 AUGUST 1974

THE NATIONAL ASSOCIATION OF ANTIQUE AUTOMOBILE CLUBS OF CANADA

VINTAGE CANADA

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THE NATIONAL ASSOCIATION OF ANTIQUE AUTOMOBILE CLUBS OF CANADA

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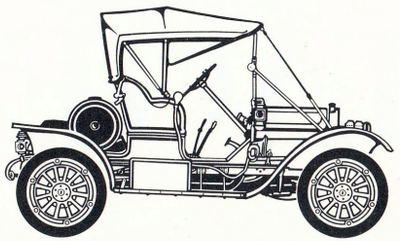

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For some years now, it has been the dream of old car enthusiasts from coast to coast in Canada to have a truly Canadian magazine devoted to their hobby.

Now through the efforts of representatives from old car clubs across Canada, The National Association of Antique Automobile Clubs of Canada has been formed, and a national old car magazine, was one of the priority items of the first executive.

We have had many old car publications in all the provinces over the years, but none attempted to be national in scope or content. We hope now, through the pages of Vintage Canada, to have begun to remedy that situation.

In Vintage Canada, we will try to create a voice for all the old car clubs, large or small, and through a network of provincial club representatives, the ideas, views and activities of each and every club can be made known.

The first issues of Vintage Canada are bound to be experimental in layout and content until the actual wishes and preferences of the majority can be determined. This is no hard and fast format to the magazine, and only through your comments and suggestions can the editorial staff be guided in making the required changes or additions.

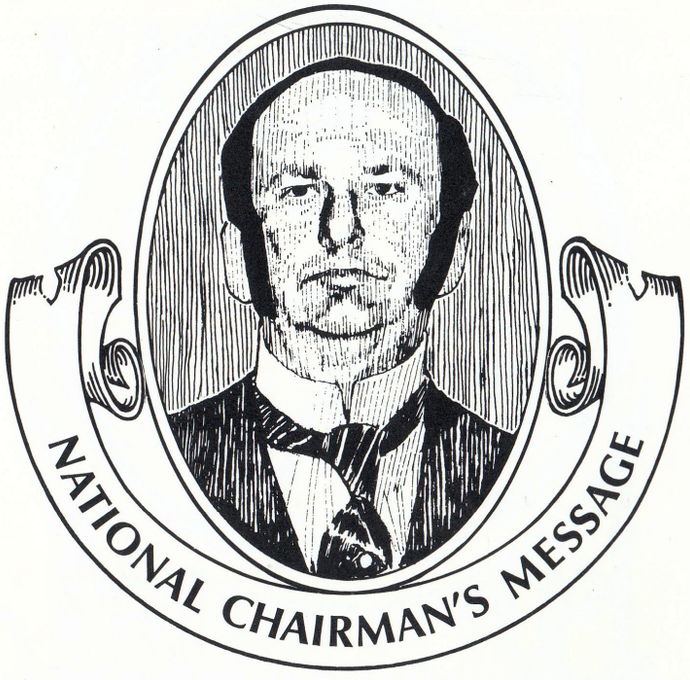
The editors and staff of Vintage Canada have great hopes for this magazine, and pledge to work hard to create the kind of old car publication that you want. But we cannot work in a vacuum, and earnestly solicit your comments.

It must be stressed that Vintage Canada is not a commercial publication in any sense, but simply the combined effort of representatives from old car clubs from coast to coast under the direction of the National Association of Antique Automobile Clubs of Canada.

We hope that enthusiasts from coast to coast will support the concept of Vintage Canada, and trust that if any readers have a restoration story to tell, a technical tip to pass on, or an old car photo to share, that they will not hesitate to send it to our editorial office.

Remember that Vintage Canada was conceived to be Canada's own old car magazine, but only through your support can we truly achieve that goal.

Peter A.B. Weatherhead



We would like you to accept this first Collector's issue of "Vintage Canada" with the compliments of the National Association of Antique Automobile Clubs of Canada.

For some months now, a group of dedicated vintage car enthusiasts have been quietly working to get together the framework of a National Association of enthusiasts from one end of Canada to the other. And we thank very much, the Craven Foundation, for making it financially possible to get these people together to sit down and discuss face-to-face the problems and ideas of people across Canada.

And very definite progress has been made. Clear objectives have been set. People have been appointed to specific duties and areas of responsibility. A constitution has been hammered out that appears to be effective for the governing of the National Association and that also will be fair and equitable to the Clubs across Canada as well as to the individual antique automobile enthusiast.

A word about the aims of the National Association—we exist for the same purpose as the local Clubs—for the encouragement and promotion of the antique car hobby—but on an overall National basis. But let me point out and make very clear, the National Association is not here to dictate, conflict or detract from local Clubs' efforts and ambitions.

We exist because we feel that the Canadian hobby has matured to the point where it needs an association that can effectively speak for all of the Canadian hobby.

We feel that in the next few years we will need a strong and united voice to speak to Governments on such ecology matters as emission controls, positive crankcase ventilation, and junk car laws, etc. Politicians with their weird and wonderful ineptitude could legislate or tax us off the road. We have to be ever aware of these changing times and laws and present a united front to preserve our right to own and drive these wonderful old cars.

Along with that very important function is the more general and broad aim of the National Association becoming sort of a guiding and steadying hand for the hobby to follow.

As I have said before, we don't intend to dictate to the hobby in Canada, but we will be there when we are asked and needed.

So that our Canadian hobby may grow with strength and vigor, to preserve and maintain our rights and privileges of restoring, using and maintaining these early mechanical works of art.

We invite you to become an enthusiast charter member of the National.

Yours very truly,

Al Litke

Al Litke
National Chairman

LETTERS TO THE EDITOR

RESTORATION

I do all of my own restoration work. Would it be possible for you to publish an article and pictures of my work in a future issue showing the restoration of my '27 Essex?

David Hansen
Toronto, Ontario

Yes, we are always pleased to show individual restoration work. Please make sure the photos are black and white and also of good quality for reproduction.

Ed.

SPORTS CAR?

Recently I saw a car called Squire SS100. It looked like an old sports car. When were these built and how many were produced?

George Evans
Vancouver, B.C.

Sorry to inform you, but I believe you were looking at one of the new replica cars that are being built in Italy and powered by a modern Ford 6 engine. It is supposed to be a copy of the Jaguar SS100.

Ed.

TUDHOPE

In the future I would like to see an issue showing as much as possible on the Tudhope. Many years ago we had one in the family and therefore I am highly interested.

Gary Brown
Sudbury, Ont.

Here is a challenge for anyone who has information on the Tudhope. Just send it in and it will be published.

Ed.

CAR NUTS

Just a note to let you know how great it is to have a truly Canadian old car magazine on the market. Lots of luck.

Franklin Green
Halifax, N.S.

Thanks for the compliment.

Ed.

DAGMAR

Do you know if there are any Dagmar cars in Canada? I was reading an article in a U.S. publication on them and am curious.

Ray Moore
Winnipeg, Man.

Not to our knowledge, unless someone has one hidden.

Ed.

CAR CLUBS

I will be moving to Ontario this summer and would like to know what Antique Car Clubs I may join.

Joe Brent
Indianapolis, Ind.

You failed to mention where in Ontario you will be. I have forwarded a listing of all Ontario Clubs.

Ed.

TRUCKIN'

I am starting to restore a 1927 Gotfredson truck and need photos for comparison. It has 170" wheelbase with stake body.

Al Morrow
Montreal, P.Q.

Has anyone photos to help Al. Send them to us and we will see that he gets them, on loan only.

Ed.

WANTS

I would like to buy a classic car and want one that does not need a lot of work as I would like to drive it this summer.

W. Bains
Kingston, Ont.

We are publishing a monthly advertising bulletin at no charge for ads starting next month; you should be able to find one through this publication.

Ed.

DRIVER

Have you heard of a Ralph Mulford? I understand he was a race car driver.

Ken Forsythe
Hamilton, Ont.

I think you mean "Smiling Ralph" one of the Lozier team of drivers who started racing around 1910. Old Cars of Iola, Wisc. recently had an article about him.

Ed.

HEARSES

Can you tell me if an old Cadillac hearse is worth buying?

Verne Oliver
Edmonton, Alta.

Yes and no, usually they make an excellent parts car as most have very low mileage for the years they have been in service. Most clubs do not recognize them for shows, however, I have seen one that had been converted into a station wagon.

Ed.

MANUAL

Where can I buy a shop manual for my 1939 Chevrolet?

Arthur Gustin
Fredericton, N.B.

See answer to Bains letter, there will be a listing of literature for sale and wanted.

Ed.

TOUR

I have heard that there may be a 1975 tour from coast-to-coast in Canada. Where can I get information on this?

John English
Victoria, B.C.

Write to Lucide Rioux, Chairman of Tour, Box 25—R.R. 6 (Silverwood) York Co., Fredericton, N.B.

Ed.

HELP

Can you recommend a professional restorer to help me with my '35 Packard. I have to admit it is more than I can handle.

Murray Slater
Thunder Bay, Ont.

I am sorry but it would not be fair to recommend one, however I am sending you a list of restorers so you can take your pick.

Ed.

IMPORT

I have a relative who has a '27 Buick, he would like to make me a gift of, but he lives in Chicago. Can I bring it into Canada.

John Coolidge
Arnprior, Ont.

I would suggest you check with Canada Customs. You can bring it into Canada, but I expect there will be duty and taxes to be paid.

Ed.

B.D.C.

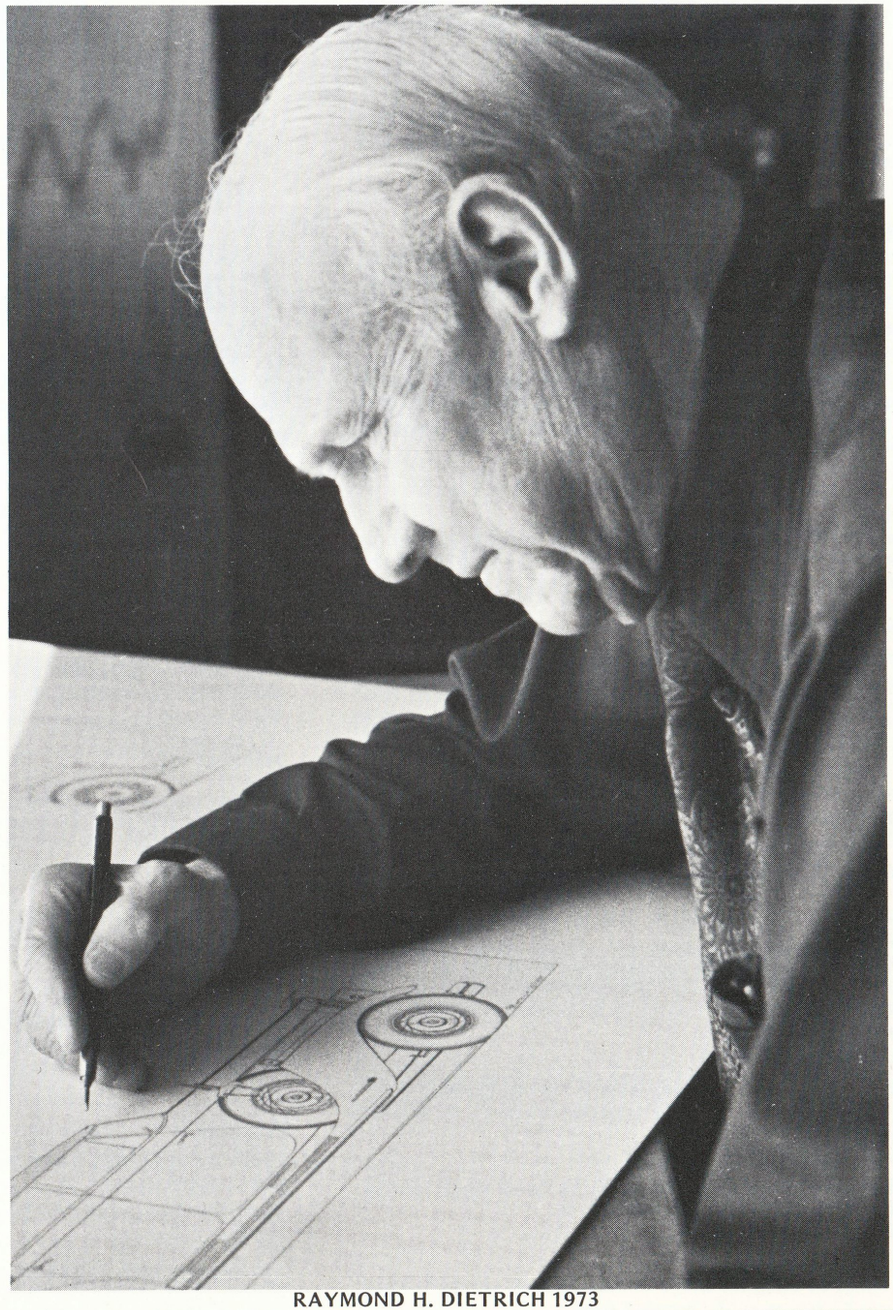
In England I heard of the Bentley Drivers Club. Is there such a club in Canada?

Bill Arnold
Waterdown, Ont.

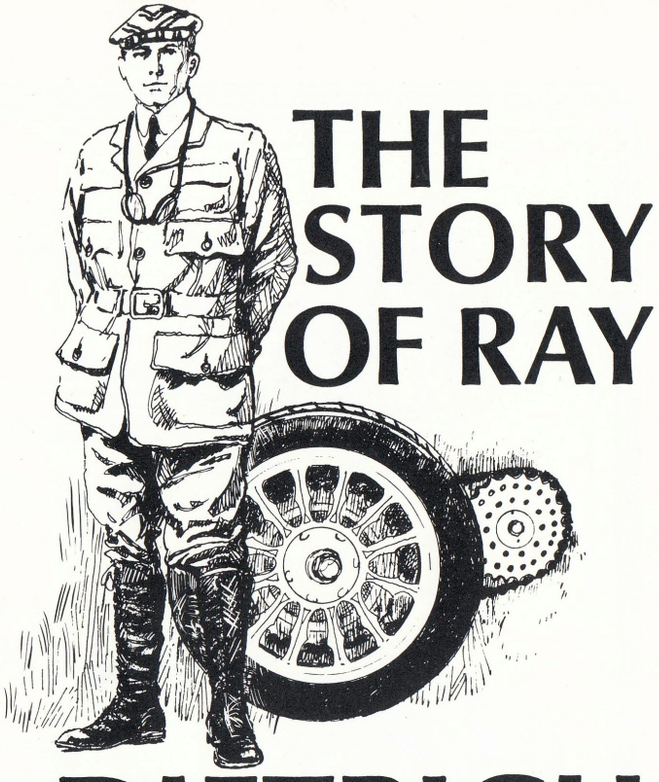
Yes indeed, you can contact the Canadian Club Secretary, Mr. R. Turner, 31 Alderbrook Dr., Don Mills, Ontario for information.

Ed.

RAYMOND H. DIETRICH OF DIETRICH INC. 1926



RAYMOND H. DIETRICH 1973



THE STORY OF RAY DIETRICH

REPRODUCED WITH THE KIND PERMISSION OF "THE BULB HORN" THE OFFICIAL PUBLICATION OF THE VETERAN MOTOR CAR CLUB OF AMERICA

BY LOUIS P. BAUDOIN

Dietrich, LeBaron—names which may never be forgotten. Let's look to their origin. Raymond H. Dietrich, born in Brooklyn in 1894, living today in Albuquerque, New Mexico, is a man of great artistic talents. He is a designer, a creator, a man with foresight, alive with enthusiasm, and a philosopher. It is small wonder that this man is so young, he has no time to age, he must create.

Ray left public school at the age of 12 to apprentice as an engraver for the American Bank Note Company at a salary of three dollars for sixty hours a week. "School and I profited very little from each other at that point," says Ray. After four years, he took employment with a piano hammer manufacturer, the David Schmidt Company. While there he freelanced the sport of baseball pitching, receiving one hundred dollars for a win, fifty dollars if he lost, all for money for night classes in art. Automobiles were beginning to appear and Ray was dreaming of the future. The fever to design led him to a nine dollar a week salary with Brewster and Company, prestige carriage designers and builders in New York. Willie Brewster, president of the firm, took interest in the lad and sponsored him to further education at the Andrew Johnson Technical School in Manhattan. Sixty hours for Brewster, twelve in school left him little time for mischief or rest.

Upon graduation in 1917, Ray went to work for Chevrolet for training in low-price mass production and learning the value of a system of complete drawings to describe assembly methods. A recall to Brewster came along in 1918 at $75.00 per week to assist in the design and development of a new line of custom cars. It was there that Ray met Thomas L. Hibbard, a fellow designer. They became good friends and culminated plans to team up in business in a different, but exciting, approach to automobile design. The plan was to create designs and produce full size working drawings for use in many different custom body shops throughout the area, with a relationship much like architect and builder. Mr. Brewster learned of the plan and called Ray on the carpet. The discussion was short and to the point that Ray did not have the required experience and would surely fail, and even though he liked the young man, he must fire him. In later years, the two men became intimate friends and Ray regards his experience there as very important to his success in the years that followed.

Now to the LeBaron name. Dietrich and Hibbard had to bow to bologna sandwiches and long hours to get their ideas into motion. A business location had to be found and a distinctive name that would suit the class of designs they were capable of producing. After much searching they located an address, Number 2 Columbus Circle in New York. The rent was high, but it rang "class" just to read it. Baron sounded French and was distinctively understood on the telephone, so LeBaron Carroisiers, Number 2 Columbus Circle, New York, emerged as a reality and was incorporated in 1920. Weeks of work; move partitions, paint, bologna sandwiches, sweat and borrow from Peter to pay Paul. Discouraging months went by. Then a Mr. Parvis, representing the Packard branch in New York, asked if they could develop a design and full size working drawing for a 7-passenger limousine to be built by Fleetwood in Pennsylvania. He had heard of them through Brewster and Company and the type of service they offered. The pay was $50.00 a design and $400.00 for the working draft. They were in clover! Using that transaction as a "wedge" they were able to sell to European agencies and the ball began to roll.

There were some setbacks to be overcome; one was that some of the builders were not reproducing the designs as they were originated, injecting ideas of their own, resulting in the buyer of the design complaining that the finished body had lost some of the originality. This meant that LeBaron had to supply supervision and interpretation of design, but resulted in closer ties with both the customer and the builder.

LeBaron did business with Paul Ostruck of Consolidated Foreign Motor Car Company, Inc., John R. Eustis of Rolls Royce, Parvis at Packard and Ted Jackson of Locomobile, to name a few. They added Ronald Stickney, the most outstanding illustrator of automobiles in the east, and Ralph Roberts, a graduate of Dartmouth, to set up a bookkeeping system and become leg-man in liaison to increase the staff. Business was increasing; they were invited to exhibit at the 1922 Auto Salon, just 2 years after the company had been organized. At the show, Mr. Brewster spotted Dietrich, and with cane whipping the air, roared "You did it—I'm very proud of you—never thought you'd make it! " This was punctuated with taps of the cane on Ray's shoulder, and grinning from ear to ear, he asked if LeBaron would place some of the coach work with Brewster. That moment remains with Mr. Dietrich as one of the greatest thrills of his career.

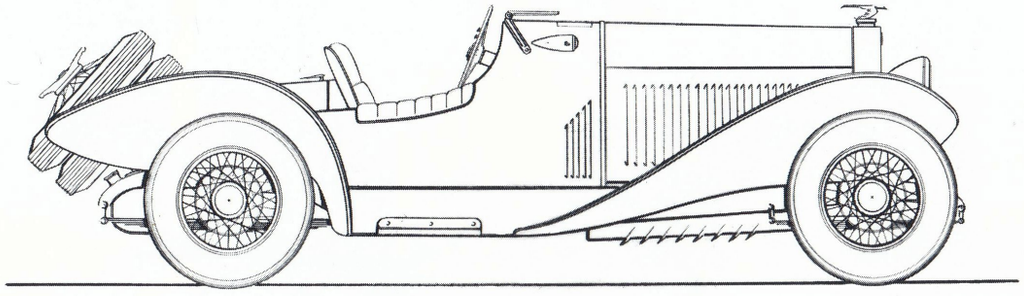
LeBaron catered to the luxury trade, and was completely dedicated to the custom automotive design. One customer of particular interest was the Maharajah of Baroda who ordered a car with gold plated hardware and brocaded cushions. When Dietrich went to see his highness to discuss specifications, the Maharajah was seated in the middle of the room on a large cushion in front of a low table, magnificent in a silk brocade robe with a colorful skull cap perched on his head. He was so engrossed in what he was doing that it was nearly two minutes before he raised his head to greet Dietrich. This ruler from India was eating tiny sardines with his fingers from a can and munching salted crackers! He was enjoying his first taste of the lowly sardine. He invited Ray to sit with him and they discussed the details of design at length.

Along in 1923, Jackson of Locomobile approached the company with interest in commissioning LeBaron to design, engineer, and supervise the building of special bodies, as they felt nothing new was coming from the older coachbuilders. At this same time, Tom Hibbard was in France to develop, contact, and possibly build in Europe. Unfortunately, Tom felt much at home in France and resigned to team with Howard Darin whom he had met in Europe. This left Dietrich to handle the entire problem of design, engineering and supervision of construction of seven new designs for Locomobile at Brewster, Derham of Philadelphia, Demerest, Locke and Holbrook, all of greater New York. Ray had a glass of water on the corner of the drawing board. It was not to drink, it was to cool his pencil. He had a four and one half month deadline.

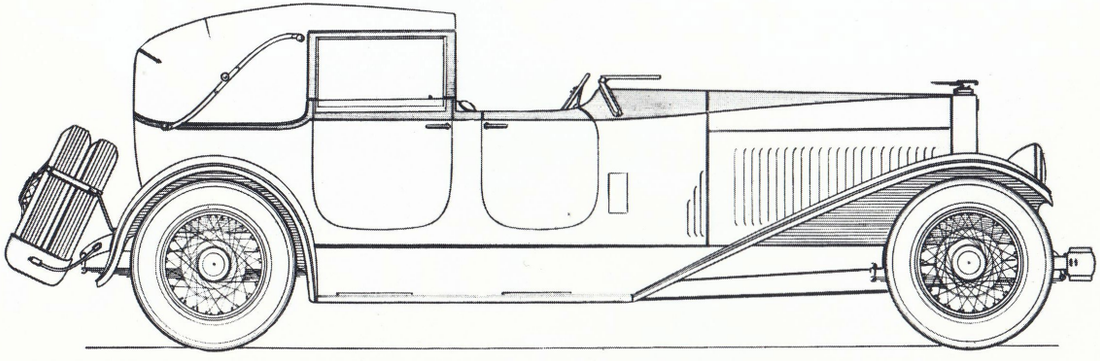
Dietrich's business associations with Edsel Ford are interesting to note here. They started in early 1923 with a phone call from Gaston Plantiff, Manager of the Ford Motor Company in New York. Some preliminary work had been done in design presentations to Leland Lincoln through Mr. Budlong, but there was no clue that Ford was interested in Lincoln. That fact was soon uncovered and Mr. Ford expressed genuine interest in LeBaron designs as he wished to develop the Lincoln into a prestige automobile. Several meetings and much correspondence ensued and the result was departure from LeBaron and the organizing of Dietrich, Inc., in Detroit. Mr. Ford remarked that he was interested in Dietrich's originality, talent for design and love of quality, and with LeBaron's success for years, even with little financial backing he should do well in Detroit with Murray Body to assist in the new venture.

The picture in Detroit was a formidable one, making the early days at LeBaron look like a toy project. As Ray says, "In semi-custom production, a limited number of assembly fixtures are retained to insure accurate duplication. This is not the case when building custom bodies, because neither jigs or fixtures are used. Experienced men were required who could fit a metal panel over a wood frame structure, and the head of that department must necessarily be a craftsman who could fabricate almost anything out of sheet metal and whose responsibility it was to train the apprentice in panelling and finishing."

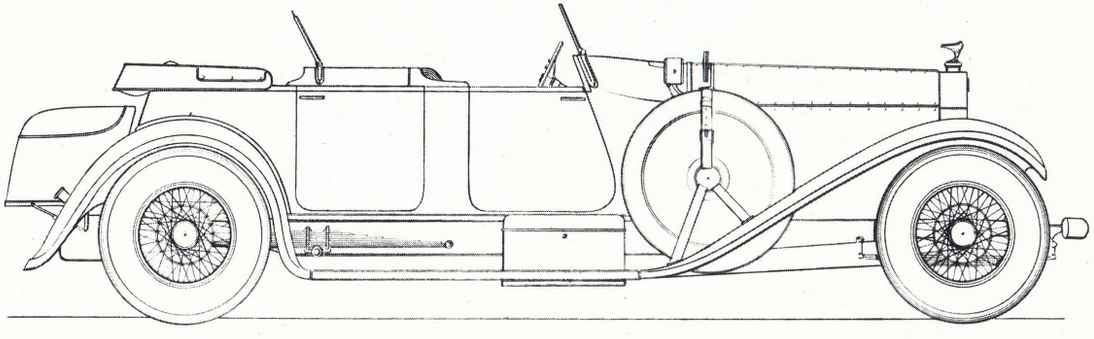
It is impressive to note that by the end of 1925 a new company had been organized, quarters enlarged, and regular deliveries to the Lincoln Motor Car Company proceeding.



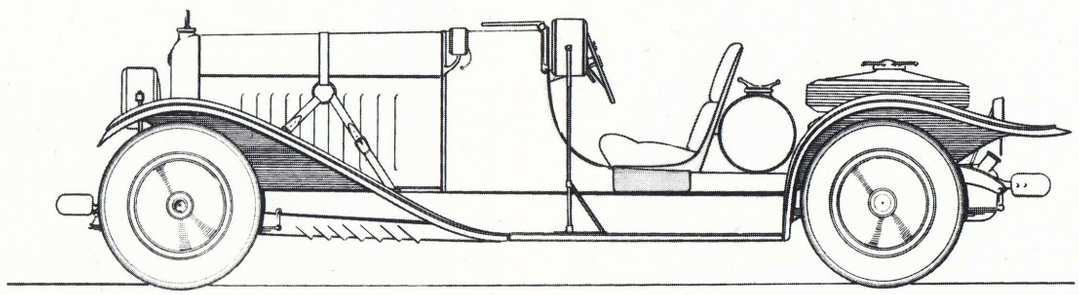
HISPANO-SUIZA SPECIAL SPORT RUNABOUT



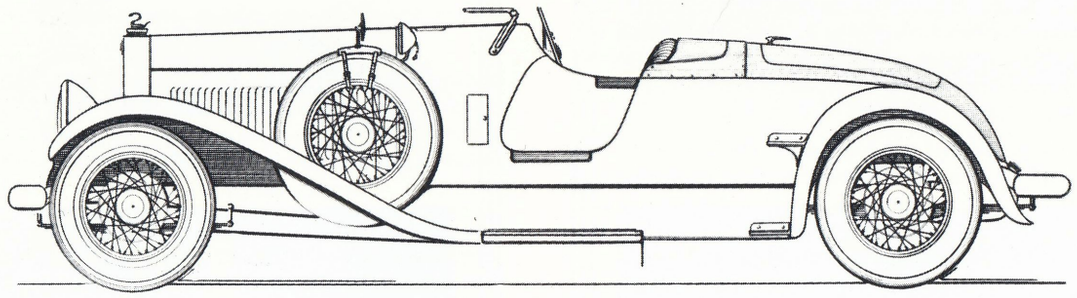
ISOTTA-FRASCHINI SPORT CABRIOLET – TOP UP



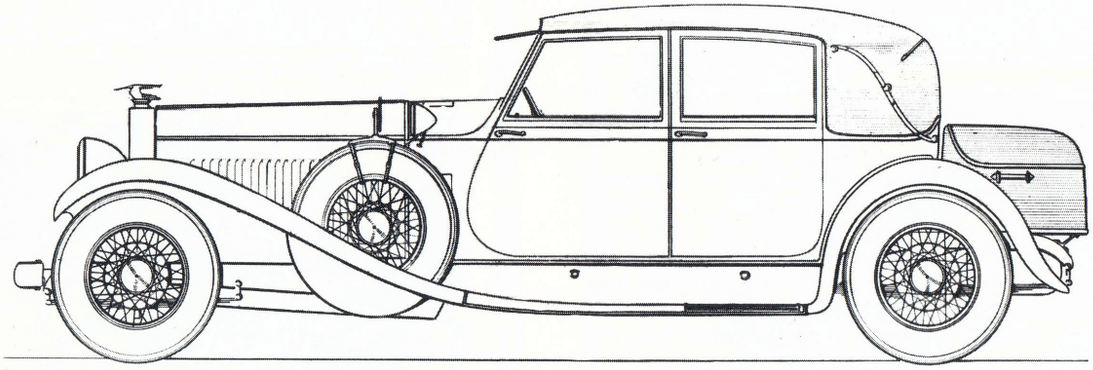
1925 ROLLS ROYCE DUAL COWL PHAETON



1922 MERCER ROADSTER



1923 ISOTTA-FRASCHINI SPORT ROADSTER



1923 HISPANO-SUIZA GENTLEMEN'S CLUB SEDAN

Packard became regular customers for Dietrich, Inc., in those months, and though Packard did not wish to buy complete Dietrich bodied chassis, they would gladly supply chassis to Dietrich at dealer's cost. That arrangement led to the fabrication of three designs along with ten each "bodies-in-white," stored and ready for chassis, paint and trim. The three completed cars went to New York, Boston, Washington, St. Louis, Chicago, Los Angeles and San Francisco for showing at the exclusive hotels. Mr. Jack Jarvis, who had joined the firm, showed these cars and came home to Detroit with 150 orders plus the 3 cars sold.

When Dietrich, Inc., received a commission to design and build a show car to be exhibited with other American Models at the Concours d'Elegance in Paris, it was like a pot-of-gold at the rainbow's end. Lincoln Motor Car Company offered such a proposition in 1927. The car was to be shown as a custom Dietrich under the Lincoln banner. They were invading the highly touted plush design world of Europe, a world for which all custom designers and builders had great respect. Ray chose to create a sporty 2-passenger rumble-seated convertible coupe. That decision met with great resistance from his associates. Hot and heavy controversy developed, but Ray convinced them that the design would bring Dietrich, Inc., more distintive recognition than any of the other American entries. How right he was, as the car was a great hit, and was awarded a Certificate and Gold Medal for first honors in the category of design. They had won "best of show" and the car would go on to exhibits at Milan and Monte Carlo and a loving cup large enough for a swim!

During late 1926 and early 1927 Chrysler Corporation was rumored to be buying and absorbing Dodge Brothers. Considering the large number of Dodge contracts held by Dietrich this had special meaning. When Walter Chrysler told him all Dodge design activity would come under the parent company, Ray realized this could terminate all contracts, but Walter showed sincere interest in having Dietrich custom and semi-custom bodies included in the Chrysler line. That eventually more than compensated for the loss.

Ray has some interesting observations worthy of quote: "If Willie Brewster began to shuffle his feet, I found a reason to leave; when Edsel Ford questioned a secretary about his schedule and walked to the window, I asked for permission to return another time; when Alvan Macauley re-arranged papers on his desk, I was half way out the door; Mr. Erskine would only

have been irritated if I had continued after he had slapped his shapeless grey fedora aimlessly on his head. Walter Chrysler's face reflected his enthusiasm spontaneously and it was an unmistakable invitation to go on with an idea, but if his lower jaw set and his mouth firmed, it was a sign of disapproval and it was well to be careful; Mr. Franklin's serious speech impediment at times made it difficult for him to express himself, but we got along famously when I learned to understand his idea rather than his speech."

By 1928 Dietrich, Inc., was at the apex of its career, but as it depended on the luxury trade, the same wave which was engulfing the rest of the country in despression reached Dietrich, for with the end of a gay, mad era, the demand for such custom jobs as Dietrich had been doing came to an end, too. There just weren't enough millionaires. Murray Body Company absorbed Dietrich's company in 1929, and in 1932, Dietrich went to work for Chrysler Corporation in Detroit creating exterior designs for all passenger and truck models.

During the war he supervised and originated production methods for manufacturing such units as a 45-ton tank retriever, radar field units, Signal Corps mobile units, bomb clusters, bomb fins and tank track shoes. In 1949 he organized his own company in Grand Rapids, Michigan. In 1951 this company planned a complete engineering program in Detroit for design-and-build projects such as a gas turbine jet to be built by Lincoln-Mercury Motors, and a jet program being developed by Westinghouse.

The company was dissolved in 1952 for financial reasons. Banks refused to loan money on orders for government work, and capital was exhausted when the company had to hold its manpower in reserve for contracts which were slow in materializing.

Since then, Dietrich has designed house trailers, fiberglass bodies for the Sterling Engine Company of Buffalo, New York, office equipment, and musical instruments.

"I can't play a note," he comments, "but I can see and feel the materials. When I design an instrument I think of two things. First, it has to catch the eye of the musician; then it has to look good when he is performing. I don't change do-re-mi-fa-so; I couldn't and I don't intend to try. That part of it is a mathematical and engineering problem. The scale stays the same, but I work on the lines of the instruments, using the same criterion which goes into all my designs; no clutter, elegance, simplicity. That's the essence of the thing."

"I'm a very fortunate man, you see. I had an ability, and I used it, and am using it. I know my limits. Socrates was right. Know thyself. That's the secret of success in about anything. The trouble with most people is that they want to be kings, and not everybody is equipped to be. But if you find out what you can do, and then do it, why, you're happy, and you stand a good chance of being successful."

Dietrich has designed many things, but his big triumphs have been in custom car design. Nowadays, most of these are owned by the fanciers, or are in such places as the Greenfield Museum in Dearborn, Michigan, or Harrah's Automobile Collection in Reno, Nevada.

Automobile enthusiasts who can find one of Dietrich's cars will invest a fortune in restoration and maintenance. While restoring a Dietrich, one of the Crosbys in California has called Ray long distance on several occasions at probably $25.00 a shot, just for advice on restoration of one of the cars.

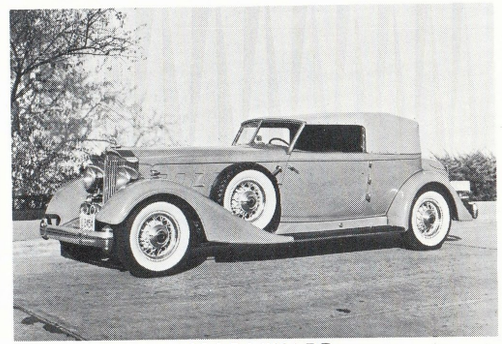
"I don't own one of them myself," Dietrich says. "In the first place, it costs a fortune to buy a specimen of my designs, and secondly, when I've designed a car, I'm no longer interested, but want to move on to the next one. The future is what's important."

In 1954, Dietrich gained the ultimate tribute from the exclusive Classic Car Club of America.

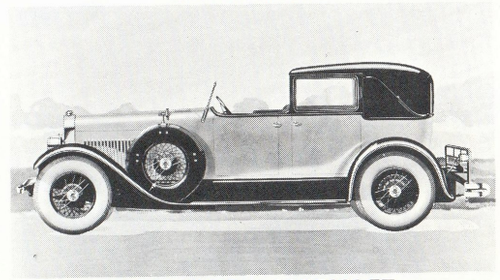
Buck Hill Falls, Pennsylvania, is the site of the Annual Meeting and Winter Carnival of this group. On January 11, the grand old automobiles were on display, and some of the more sociable members were giving fancy parties, one of them including a butler in a white coat. Dietrich was scheduled as featured speaker at the event.

"That evening I got up to speak, and they presented me with this," Dietrich smiles, holding out a gold model of one of the classics. "It represents fifty years of work in the field of automobile design. It's the only one ever given, and probably the only one that will ever be given. I didn't know a thing about it, and it floored me entirely when they presented it to me before I gave my talk. It was five minutes before I could begin to speak, I was so choked up."

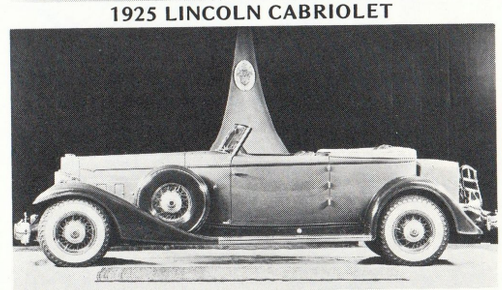
"There were about four hundred men at Buck Hill putting fortunes into Ray's cars," Mrs. Dietrich adds. "It was something to see."



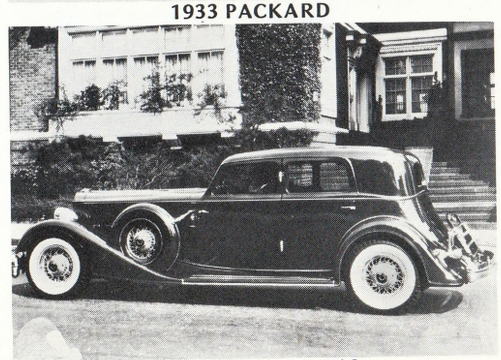
1934 PACKARD



1925 LINCOLN CABRIOLET



1933 PACKARD



1934 PACKARD V-12

"Yes, at these meets where I am sometimes asked to speak I have to hide to get a break, but I enjoy every minute of it," her husband adds.

"Ray's younger than most men at forty," Marion protests. "Even if he is a grandfather of 77 years he's always looking to the future where most men his age are living in the past, and so he can't help but stay young! By the way, you should see his charcoal drawings. They toured Europe with the "Window of America" show from Kalamazoo, Michigan, and he has had a one man show at the Verve Gallery in Detroit."

The drawings hang in their home, and as he shows them Dietrich comments, "I'm no abstractionist. Nature doesn't destroy lines, so why should I? "

"Sometimes he really catches a mood, especially in his landscape drawings," comments Mrs. Dietrich, who incidentally works as manager of the Albuquerque Symphony Orchestra.

As they look at the drawings, Dietrich philosophizes. "Like everything else in life, your work has to have a reason if it is to be any good. It just can't hang in the air. It has to have a beginning and an ending, a reason for its form."

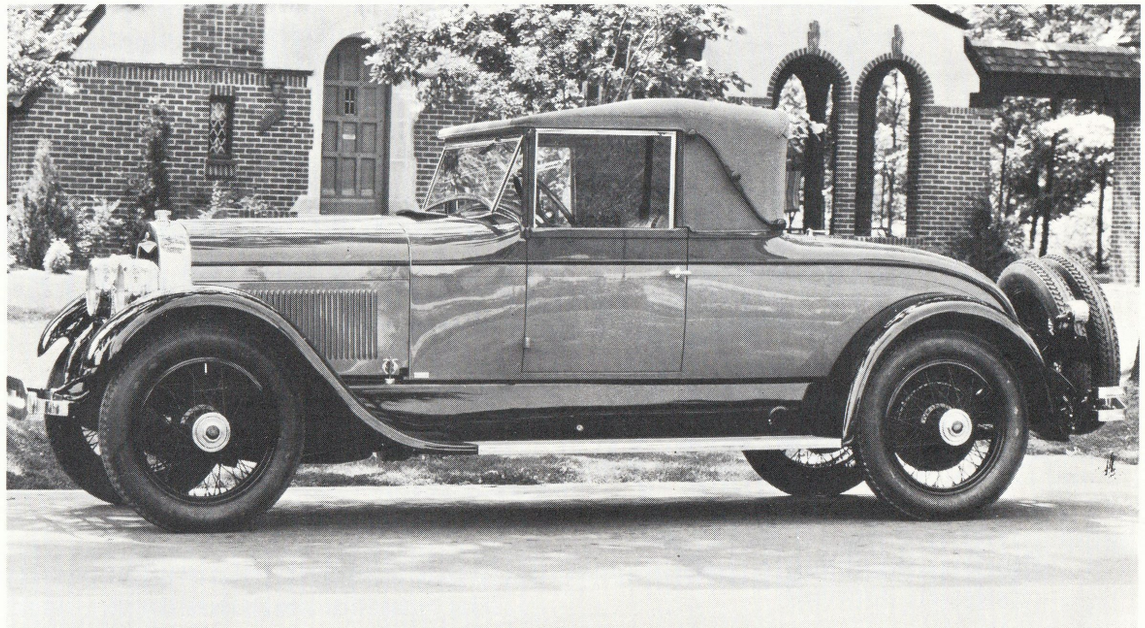
To meet and know Ray Dietrich is an inspiring and unforgettable experience. A fineness flows from him in both his talents and personality that is a rare quality in few men.

Ray is an honorary member of many of the Antique and Classic Automobile Clubs including, Pierce Arrow Society, Veteran Motor Car Club of America, The Packard Club of America, the Associacion de Coleccionistas de Automoviles, A.C. of Mexico and the Antique and Classic Car Club of Canada.

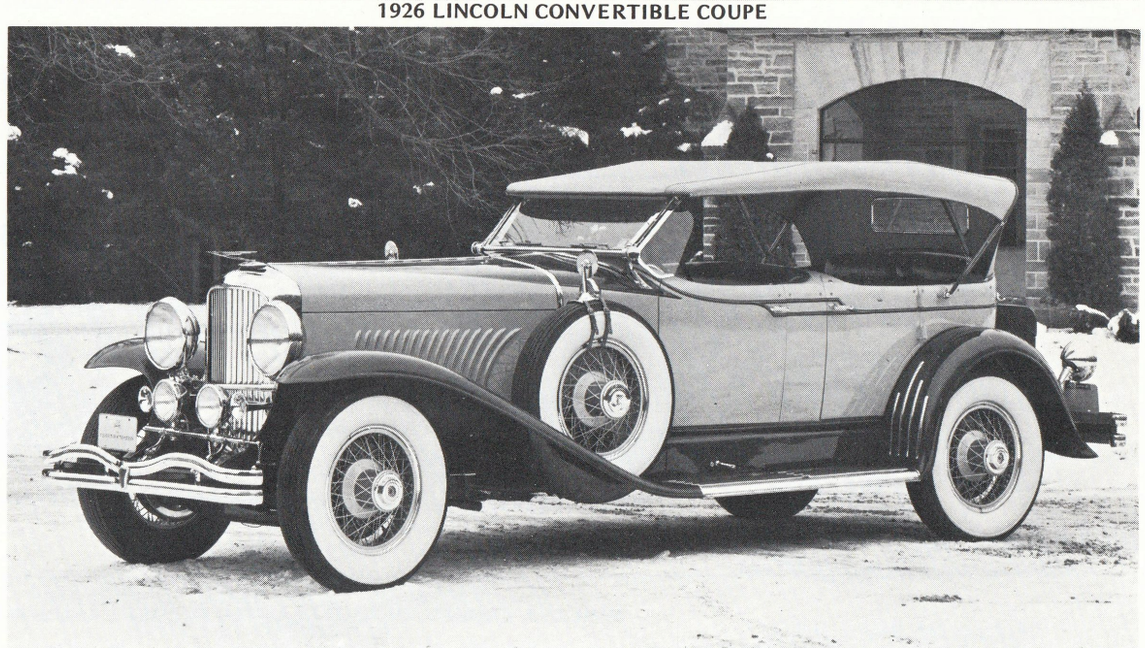
Dietrich is also Patron of Honour of the Craven Foundation of Toronto, Ontario.

Dietrich Inc.

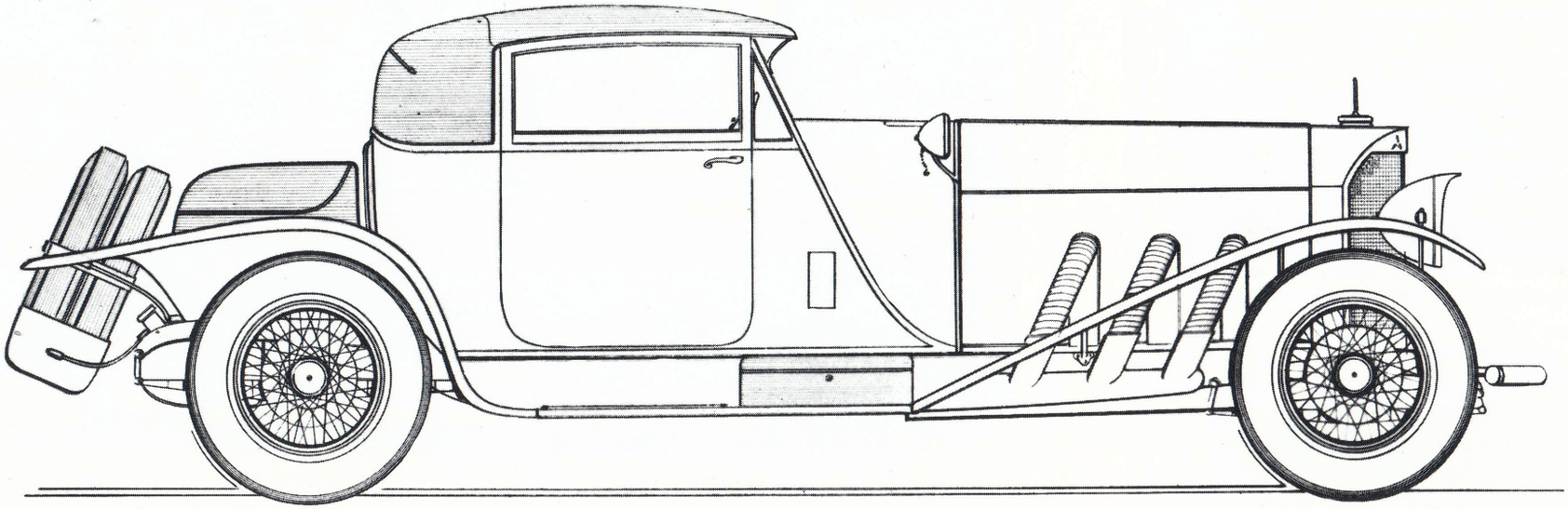
LeBaron



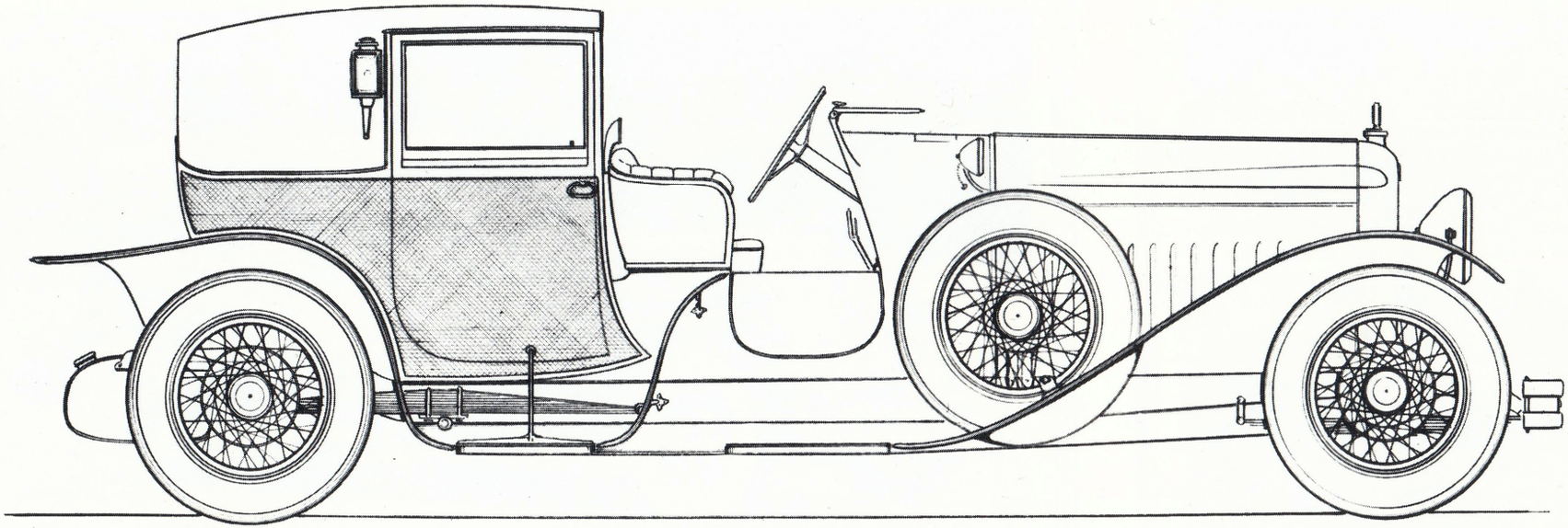
1926 LINCOLN CONVERTIBLE COUPE



1931 DUESENBERG "J"



1925 MERCEDES BENZ GENTLEMEN'S COUPE



MINERVA BROUGHAM WITH LEATHER FENDERS AND CANE PANELS

ANTIQUE AUTOMOBILE MUSEUMS OF CANADA

GAMMONS CLASSIC CAR MUSEUM
813 DOUGLAS STREET
VICTORIA, BRITISH COLUMBIA

REYNOLDS MUSEUM
WETASKIWIN, ALBERTA

LLOYDMINSTER
Operated by the city of Lloydminster. This museum has an exceptional wildlife exhibit very well displayed. A good display of cars and antique trucks makes it worth a visit if in the vicinity. Open summer months only.

NORTH BATTLEFORD
A Western Development Museum open May to October. Has Pioneer Village as well as many fine cars, trucks and agricultural exhibits.

SASKATOON
A Western Development Museum with the theme "Boomtown". Open all year, with a wide variety of exhibits. Has many fine antique cars, trucks, tractors, etc. Is rated as the finest museum in the west.

YORKTON
The third Western Development Museum on the Yellowhead route. The theme is "Ethnic Groups". Also has cars, trucks and tractors. Open summer season only.

PRAIRIE PIONEER VILLAGE AND MUSEUM
Owned and operated by the Antique Auto Club of Saskatchewan. Has trucks, tractors and a pioneer village. Twice a year has threshing bees and car displays. Located 8 miles south of Moose Jaw on Highway 2.

MOOSE MOUNTAIN TRAIL MUSEUM
Owned and operated by Mr. Richards. Has cars, trucks, tractors and large stationary engine display. Located 4 miles west of Wawota.

ALEX GERVAIS MUSEUM
Located near Alida. Has many antique cars, trucks, tractors. Has open house threshing bee once a year which is well attended. Has a house full of many interesting antiques.

FRANK THOMPSON JR. MUSEUM
Located at Readlyn. Has an exceptionally large collection of tractors and a fine group of antique cars and trucks. Open weekends during summer months.

JOHN STEWART TRACTOR AND CAR DISPLAY
Located one mile south of Maple Creek. Has a threshing bee every year and open house for the weekend.

ANTIQUE AUTOMOBILE MUSEUM
HIGHWAY 1 NEAR WESTERN BORDER
VIRDEN, MANITOBA

HEAMAN'S AUTOMOBILE MUSEUM
40 MILES SOUTHWEST OF WINNIPEG
CARMAN, MANITOBA

AGRICULTURAL MUSEUM OF MANITOBA
80 MILES WEST OF WINNIPEG
AUSTIN, MANITOBA

NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY
ST. LAURENT BOULEVARD
OTTAWA, ONTARIO

THE CRAVEN FOUNDATION MUSEUM AND RESTORATION CENTRE
760 LAWRENCE AVENUE WEST
TORONTO, ONTARIO M6A 1B8

THE CANADIAN AUTOMOTIVE MUSEUM
SIMCOE STREET SOUTH
OSHAWA, ONTARIO

THE ONTARIO SCIENCE CENTRE
TRANSPORTATION SECTION
EGLINTON AND DON MILLS ROAD
TORONTO, ONTARIO

CARS OF YESTERYEAR MUSEUM
EDMUNSTON, NEW BRUNSWICK

MUSÉE DE L'AUTO LTÉE
12470 RUE LA CHAPELLE
MONTRÉAL, QUÉBEC

GRANBY AUTO MUSEUM
GRANBY, QUEBEC

THE ROARING TWENTIES MUSEUM
BLOCKHOUSE, NOVA SCOTIA

ANTIQUE AUTOMOBILE MUSEUM
ANTIGONISH, NOVA SCOTIA

CAR LIFE MUSEUM
BETWEEN CHARLOTTETOWN AND
BORDON FERRY, PRINCE EDWARD ISLAND

Frank Francis is the General Manager of The Craven Foundation and is responsible for the restoration of the cars in the collection and logistical handling for exhibits.

He was born and educated in Toronto and, an interesting sidelight is that, he at one time lived on a farm which is now the site of The Craven Foundation building.

Frank has a background of many years in the automotive business. He has had two very successful repair businesses which he sold in 1971 to become associated with The Craven Foundation.

He has restored many cars through the years and is considered to be one of the most knowledgeable restorers in Canada. His private stable of cars includes a 1923 Ford "T" Touring, 1923 Studebaker Touring, 1937 LaSalle Sedan, 1940 Packard 120 Convertible Sedan, plus two Milestone Thunderbirds, a matched pair, one a '55 and the other a '56, both with two tops.

Mr. Francis is married to the former Elizabeth Roberts and has two sons and a daughter.

If anyone has a restoration problem Frank will endeavour to assist Car Club members in any way that he can through a column on this page.

Please address mail to:

"Vintage Canada"
Restorations
c/o Frank Francis
760 Lawrence Avenue West
Toronto, Ontario M6A 1B8

Lois Watson (nee Stevens) was born and educated in Toronto, Ontario. She is the Research and Reference Librarian for The Craven Foundation. Lois has had several years of experience in responsible positions, including the management of a Technical Reference Library for a large corporation.

She joined The Craven Foundation in September 1972 to commence the acquisition of historic automotive literature and has, at present, over 700 pieces in The Craven Foundation Reference Library.

Lois and husband, Frank, are old car enthusiasts and are the proud owners of a 1929 Ford Model "AA", Stake body truck with Brantford cab and a 1946 Monarch "Woody" wagon. They are also collectors of antiques, in general, and possess one of the largest collections of Coca-Cola memorabilia in Canada.

The Craven Foundation Automotive Reference Library literature collection includes Dyke's Encyclopedias, Original Owners' Manuals, Sales Brochures, Vintage Magazines and general interest materials.

A Reading Room is accessible to the public and has a section devoted to Antique Car Club publications.

The primary purpose of the Reference Library is to provide a facility for Car Club members who wish to come in and research whatever may be their interest. A photocopy service is available on a cost basis.

This same service will be available to Car Club members across Canada by mail, through a column on this page.

Please address your envelope to:

"Vintage Canada"
Research
c/o Lois Watson
760 Lawrence Avenue West
Toronto, Ontario M6A 1B8

A SHORT HISTORY OF EARLY CARS, RACING AND TOURING IN CANADA

1851
Thomas Turnbull, carpenter, Saint John, N.B. built a three-wheeled wagon driven by a "crank of peculiar construction—the discovery of Mr. T., which is worked by two levers, one situated on either side of the driver seat."
(Saint John Weekly Chronicle)

1866
Rustico, P.E.I. The Rev. Georges Belcourt appeared in a single seater steam wagon of his own design and construction.

1867
Henry Seth Taylor, watchmaker in Stanstead Plain, Que. built a "Steam pleasure carriage". The Stanstead Journal said, "This mechanical curiosity is the neatest thing of the kind yet invented." In 1960 the car was discovered, restored and is now at the Ontario Science Centre, Don Mills. This "mechanical curiosity" is not only one of the first self-propelled vehicles made in Canada, but one of the oldest in the world.

1893
Frederick Fetherstonhaugh created a stir with an electric car in Toronto. He got 12 m.p.h. from it and was warned by the City Fathers he'd be thrown in jail if he kept it up—but he did for four years. So did U.H. Dandurand of Montreal who drove Montreal's first "horseless" illegally for three years before he got a permit. It was a Waltham steamer.

1894
John Basil Kelly of Blyth, Ont. made a steam buggy.

1896
In Hopewell, N.S. two two-cylinder buggies were made, one of which was displayed in the Niagara Falls Automotive Museum until its closing.

1897
First Canadian gasoline car made by George Foote Foss of Sherbrooke, Que. Foss was a bicycle repairman, his car the one-cylinder "Fossmobile".

1898
John Moodie, Hamilton, imported the first car to Canada, a Winton. He was the first to drive in Toronto and created the first traffic jam—three blocks at Yonge and Melinda. Mrs. Moodie was the first woman driver in Canada. John Craig Eaton (later Sir John) son of Timothy, got a car—a Winton.

1899
George Millen, managing director of Eddy Match drove his steamer outside Ottawa. The farmers were convinced it was bewitched.
The first motor wedding in Canada.

1901
First Highway Improvement Act. $1,000,000 for improvement in organized counties.
Billy Cochrane of Calgary bought a Locomobile.
"Ace" Emmett, Manitoba's pioneer motorist, delivered a one-cylinder Cadillac to Regina in four days from Winnipeg.

1903
There were races at the CNE 1903-30. Motor outings were popular.
Barney Oldfield, ex-bicycle rider came to Toronto for a series of exhibitions. His apple-green Peerless racer, the "Green Hornet", slid through the turns for three miles in 3 min. 57 sec.
The Canada Cycle & Motor Co. built an electric car that went 40 miles on a charge.
There are 178 registered vehicles in Canada.

1904
First auto race at Hamilton Jockey Club.
C.J. Glidden, pioneer American motorist, crossed the country on CPR tracks using flanged wheels. Next year Glidden launched his annual U.S. tour over a designated route. Manufacturers used it as a showcase of new models. This was really the beginning of sports car rallies. Drivers were scored for reaching each check-point at the right time, without mechanical trouble.
The Winnipeg Automobile Club formed by "Ace" Emmett.

1905
J.A. McNeill, pioneer motorist, for years General Manager of Canadian Press, describes his Toronto-Walkerton run. His diary says he took 11 hours and an overnight stop for the 120 miles. He says, "Approaching the village of Harriston in midmorning we had a puncture and stopped a few hundred feet from a country school while our driver repaired the tire. The motor car was so new in that long-settled section of Ontario that the teacher allowed her pupils a premature recess to view the strange vehicle. The return trip by train took five hours.

1905-15
The "Russell" made in Toronto. By 1908 it had four models. It was the most popular car before World War I.

1906
The first Gymkhana in Montreal, held by the Royal Automobile Club at the Montreal Amateur Athletic grounds.

1906-9
The Chatham Motor Company produced 75-100 cars. They exhibited at the CNE, 1908.

1907
First Motor Show in Montreal. The "Comet", a 4-5 passenger car cost $5,000.
There are now 2,130 registered motor vehicles in Canada.

1909
Races at Bluebonnet's Race Track, Montreal, with Christie and de Palma, famous racers of the period.

1910
There are now 5,890 registered motor vehicles in Canada. Quebec built 10 miles of concrete highway between Montreal and Ste Rose—the first in Canada.
The Canadian Highways Association was formed. Its main objective was a highway across Canada.
The Regina Auto Club took its first tour—20 miles to Lumsden. The committee had arranged for a repair truck to follow behind the party.
In Petrolia, Ontario, William English, a wagon-maker, produced 60 "Superiors".

1911
The Dandurand "Pullman automobile" in Montreal, for 26 sitting, 12 sleeping. It was 29 feet long. This elegant machine never left Montreal Island because existing bridges couldn't support its 11,700 pounds.

It was made from a Packard truck and later used as a beehouse.
"Pathfinders"—local guides who knew every curve and ditch were a necessity. In July 1911 a Pathfinder successfully guided 25 of 29 Calgarians to Banff in seven hours. The unsuccessful had not brought chains. At this time a tire and tube for a Packard cost $116; gas was 24 cents a gallon. Registration varied from $11 in Alberta to $25 in Quebec.

1910-14
The Nova Scotia Carriage Company, Kentville, N.S., built the "McKay".

1912
First Toronto motorcycle squad. The Ontario Motor League sent out scouts to warn of speed traps.
Equipment at this time included two spares, seven inner tubes, a pump, jack, rawhide tire-bandage, chains, tire-repair kit (rubber patches, adhesive, sandpaper, small vice, canned heat, set of nail pullers). Also a tow rope, block and tackle, lantern, crobar (for rocks). The fussy had seat covers, headlamp covers, canvas coveralls for night dew, a collapsible rubber basin to carry water.
Clothes—for men: leather cap, goggles, pea jacket, duster, gauntlets; for women: veils, longsleeve gloves, dusters, raincoats, rubber boots, dust masks.
The Todd Gold Medal given by a former mayor of Vancouver, A.E. Todd, was offered for the first person driving a motor vehicle across Canada along an all-Canadian route, Halifax to the Pacific.
There are now 40,000 cars in Canada.

FIRST CROSS CANADA TOUR E.V. Haney and J.W. Wilby drove 4,200 miles in seven weeks in a Reo. They began August 27 with the Reo's rear wheels in the Atlantic. They had many adventures and misadventures. The drive shaft broke near Novar, tires burst, huge hills appeared. They jury-rigged a windlass with birch stumps, jacked up wheels and filled ruts with stones. When the new drive shaft got twisted they crawled 200 miles in low gear for five days. When the road stopped they took a boat 80 miles to Sault Ste Marie and then across Lake Superior and so to Winnipeg by train. Through the prairies building corduroy roads and wading into waterholes to test their depth. When they finally reached the Rockies, Wilby ran alongside to help push up the hills. At the Crowsnest Pass, "our pilot suggested a hinge in the centre of the car to facilitate making some of the turns." South of Cranbrook, led by a local car, they sank into a swamp and were pulled out by horses. They took to the railway ties from Yahk to Kitchener, B.C. and crossed to Kootenay on a raft and then the train to Trail. On the old Cariboo Trail the headlamps gave out, so the pilot lay out on a fender showing a lantern. When he saw the Fraser River 200 feet below his dangling feet he hurriedly changed sides. But at Vancouver they delivered a letter from the mayor of Halifax, went on to Victoria and finally at Alberni put up a signpost pointing east to the "Canadian Highway" and Halifax. Haney said at Alberni—"Still Halifax air in one tire."

1913
Halifax—Yarmouth return race of 425 miles. It was won by a McKay, one of 25 made by the McKay brothers, originally from Prince Edward Island, who went to Kentville and finally Amherst.
Gymkhanas were popular in Montreal. There were relay races, obstacle races, spearing rings from uprights—all from moving cars.
A Highways Department was established in Ontario with a Minister and Deputy Minister.

1914
Frank E.H. Johnson drove around Ontario testing the roads and the endurance of his Wolsley.
The Canadian Good Roads Association was born in the Montreal area.

1915
There are 60,688 registered motor vehicles in Canada.
Toronto—Hamilton concrete road built—just in time—
Old rhyme: For bumps and thrills and all the ills
That travelling one gets into
The greatest jar you give your car
Is Hamilton to Toronto.

1919-25
London Motors, London, Ont. built 98 London Six's.

1916
Reciprocity in licenses with the United States.

1918
Paul Welch drove the 82 miles from Calgary to Banff in 13½ hours at 15 below zero.
The Georgetown Motor Club did an "outing" with 30 cars.

1920
There are now 251,945 registered motor vehicles in Canada.

1920-23
The Winnipeg Car Company built 11 cars.

1922
Paul Welch, the Edmonton service manager of McLaughlin-Buick made the first round trip, Edmonton to Calgary in one day. He took 9 hours and 26 minutes for the 415 miles. The road was still a dirt trail with right-angle turns and generally considered a four-five day trip.

1923
Fred Webb of Saskatoon returned from a 16,621 mile tour through 4 provinces and 23 states. The car is now dependable.
The Canadian championships race meet was held at the Exhibition Oval in Toronto.
Camps for motorists were set up in St. Catharines, Ontario. The Ontario Motor League put up 65,000 signs. Gas taxes have been imposed. Numbers are used instead of colour-coding for highways. Toronto has traffic lights. The Maritimes have abandoned driving on the left. Drivers must now be licensed. Highway speed limits vary from 25-30 m.p.h. In Toronto in 1921, 800 pedestrians were run down.

1924
In Canada, 1 in 14 have cars. In the world, 1 in 86.

1925
Eight cars, one driven by the mayor of Winnipeg, drove 494 miles to Minneapolis to stimulate tourism. They were met by Dr. Doolittle after a record run from Toronto—1,607 miles in 49 hours.
Tom Roberts made the Toronto—Ottawa record, 284 miles in 5 hours, 17 minutes.
Flickenger, a Ford photographer, and Dr. Doolittle crossed Canada in a Ford Model T with flanged wheels to celebrate Ford's 21st year in Canada. In 40 days they went 4,794 miles, mostly in Canada. 850 miles were still impassible.

1926
Dr. Perry Doolittle, pioneer, returned in September from a 16-day round trip, Vancouver—Calgary, on the last leg of the 271 mile trip through mountain snow 11 feet deep. The road was so narrow that cars could pass only at certain spots. There were no parapets and there were places where clefts were bridged by narrow wooden platforms. But he did come through the Rockies and only once resorted to ferry.
Doolittle crossed Canada three times with the usual detours, for even in 1926 he still couldn't drive all the way through the Rockies or the northwestern Ontario wilderness without using railway tracks or a United States detour. Once he inched across a Quebec trestle

with wheels straddling the rails over a 175 foot drop. The World Automobile Congress took place this year. A quote from one of the working papers—"H.M. government is not satisfied as regards motor cars that it is either desirable or practicable to insist on provision of headlights which are capable of being dimmed."

1928

Bob Robinson was Dirt Track champion of the year. Ray Keech who had made a speed record of 207.55 m.p.h. at Latonia Beach, appeared at the CNE.
The Atlantic Speedway 500 mile race was inaugurated.

1930

There are 1,060,500 registered motor vehicles in Canada.
R.C. Merry and E.V. Dynes of Toronto drove 3,217 miles from Toronto to Vancouver in 86½ hours driving time. The car was a 1930 Model T Ford that already had 20,387 miles on it. They used 14 tires.
The McLaughlin-Buick "Silver Flash" went 118 m.p.h. in official trials.
The Mexico—Alaska "Golden Twilight Caravan" passed through B.C.

1930's

Dirt track racing was popular all over Canada. The big names in racing were Sir Malcolm Campbell in his "Bluebird 2"; Sir H.O.D. Segrave, "Golden Arrow"; and Kaye Don, "Silver Bullet".
Tom Roberts crossed Canada, Halifax—Vancouver in a Baby Austin, 4,089 miles in 8 days 40 minutes. Chet Miller won the Hamilton Mountain Climb. This was the first Canadian record, 1 minute 25 seconds. Hill climbing was popular across Canada and midget racing was popular in the late 30's.

1940

There are now 1,236,492 registered motor vehicles in Canada.
There were still 106 unfinished miles between Hearst and Geraldton, whereby the shortest route was 2,070 miles around the Great Lakes.

1945

The Todd Gold Medal was finally presented. Brig. R.A. Macfarlane and Kenneth MacGillivray made the first trip across Canada without resorting to railway tracks. It took them 9 days to drive a 1946 Chev from Louisbourg to Victoria—with 4 flats.

1948

Early rallying in Ontario.
The British Empire Motor Club, founded in Toronto, 1928 as a motorcycle club, created a car section. Other large centres soon followed.

1949

The Trans-Canada Highway Act provided federal help for at least two lanes 24 feet wide with 10 foot gravel shoulders, curves no more than three degrees and maximum grades of 6%. The road finally crossed the muskeg north of Lake Superior in four years with solid rock blasting as much as 600 feet long by 75 feet deep. There were 25 major bridges.
Stock car racing first organized in Canada.

1950

There are 1,913,355 registered motor vehicles in Canada.

1952

First Canadian Winter Rally. 1,000 miles over Ontario, Quebec and New York State roads.

1955

There are 2,960,874 registered motor vehicles in Canada.

1959

First sports car racing patterned after European road racing circuits at Westwood, B.C.

1960

Highway completed round Lake Superior.
There are now 4,104,415 registered motor vehicles in Canada.

1961

British Columbia International Trade Fair Rally, Montreal—Vancouver. 100 cars went over 4,000 miles. It was won by a Studebaker.

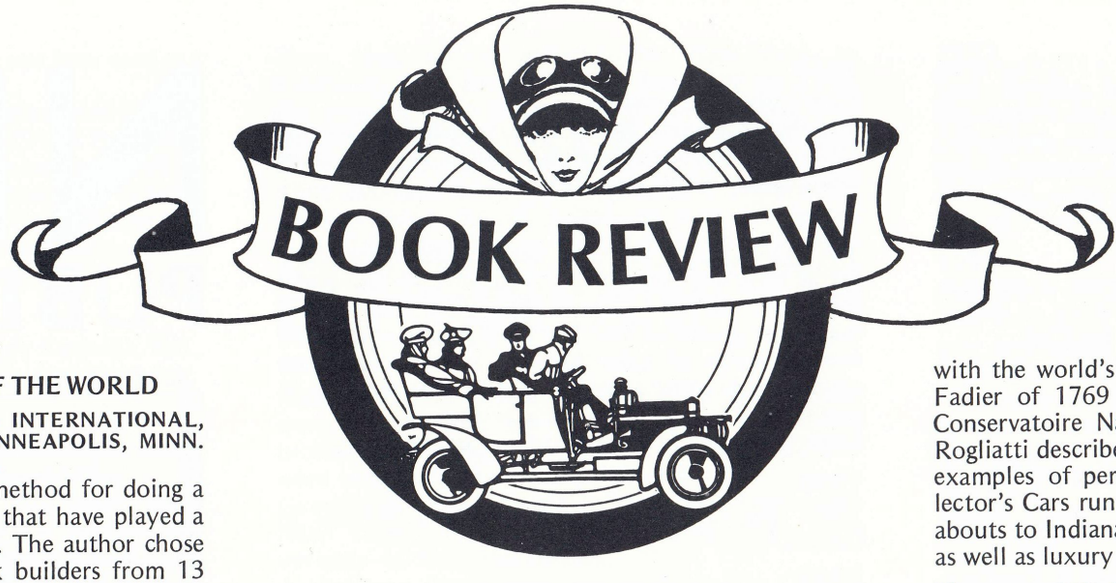
1962

In the west the notorious Big Bend Highway (which had taken 11 years to connect towns 57 miles apart) was replaced by the fine Rogers Pass, opened July 1962. The Trans Canada Highway was complete, 4,860 miles, the longest national highway in the world. To celebrate a cavalcade of cars left Newfoundland and drove to Victoria. There were 11 cars, one for each of the provinces and one for the federal government.

1965

There are now 5,379,373 registered motor vehicles in Canada.

NEXT PUBLICATION



A HISTORY OF COMMERCIAL VEHICLES OF THE WORLD

BY J.F.J. KUIPERS, MOTORBOOKS INTERNATIONAL, 3501 HENNEPIN AVE. SOUTH, MINNEAPOLIS, MINN. 55408, $8.95—5 5/8 x 8 3/4 IN., 198 PP.

Kuipers has chosen an effective method for doing a good review of the manufacturers that have played a large role in commercial trucking. The author chose 100 of the most significant truck builders from 13 different countries and has given a concise although somewhat brief account of their role in trucking.

Kuipers has obviously done a great deal of research and investigation to come up with the information about many of the firms. The chapters range from Austro-Daimler of Austria to Mitsubishi of Japan to Diamond T of the United States.

There are 151 photos included with the text.

THE WORLD OF THE AUTOMOBILE

BY RALPH STEIN, RANDOM HOUSE INC., 201 EAST 50TH ST, NEW YORK, N.Y. 10022, $17.95—9 x 11 IN., 252 PP.

Unless the word gets out on just how good this book is, a lot of potential buyers are going to pass it up. The problem is the title. The World of the Automobile smacks of every 1898-Benz-to-the-present automotive history book ever cranked out of some semi-enthusiast's reference library. But Ralph Stein is a genuine, experienced enthusiast.

Stein has written of the automobile's history, but his approach is light, refreshing and humorous. "Recollections" chronicles his experiences in and around the famous Zumbach's Motor Repair Company in New York City, the centre of foreign-car activity in the country during the 1930's and 1940's. Then he jumps to such diverse topics as highways, early driving fashions, horns, lights and license plates, the earliest self-propelled vehicles, competition and even auto shows. Through it all, go some of the most beautiful and well produced colour photographs I've ever seen in an automotive book.

THE COMPLETE ENCYCLOPEDIA OF MOTORCARS 1885 TO THE PRESENT

REVISED EDITION, EDITED BY G.N. GEORGANO, E.P. DUTTON, 201 PARK AVE. SOUTH, NEW YORK, N.Y. 10003, $30.00—11 1/4 x 8 3/4 IN., 751 PP.

"The most important automotive reference work to be published in over a quarter-century, perhaps the most valuable of all time." The new edition uses this still-accurate quote on its dust jacket and goes on to say that there are 48 pages of colour photos, more than 2,200 black and white photos and 704 pages of text.

We are enthusiastic about the Encyclopedia and have used the first edition daily. The nearly 6-lb. tome covers more than 4,100 makes that have been sold to the public during the last 88 years. This incredible amount of compilation was carried out by Georgano with the help of 27 contributors. The first edition sold 88,000 copies and the newest edition should be at least as popular.

GREAT COLLECTORS' CARS

BY GIANNI ROGLIATTI, GROSSET & DUNLAP, 51 MADISON AVE., NEW YORK, N.Y. 10010. HARD COVERS; $14.95 POSTPAID—FULLY ILLUSTRATED 9 x 11 IN., 318 PP.

This volume portrays some of the most significant and beautiful automobiles that have been preserved in 19 of the world's greatest automotive museums. Starting with the world's first self-propelled vehicle, Cugnot's Fadier of 1769 vintage, which is on display at the Conservatoire National des Arts et Metiers in Paris, Rogliatti describes over 130 cars that were noteworthy examples of performance or coachwork. Great Collector's Cars run the gamut from popular family runabouts to Indianapolis and Grand Prix type racing cars, as well as luxury models and sports cars.

There are 169 full-colour and 205 black and white photographs which pinpoint many fascinating details. The text is factual, giving weight, wheelbase, horsepower, bore and stroke, fuel capacity, extraordinary equipment, etc., plus other background information. Each museum is described in general, giving location, size, general facilities and so forth.

CAR CLASSICS' 1974 YEARBOOK

BY THE STAFF OF CAR CLASSICS MAGAZINE, CAR CLASSICS, IOLA, WIS. 54945. PAPER COVERS; $1.00 POSTPAID—MANY ILLUSTRATIONS, SOME IN COLOUR 8 1/2 x 11 IN., 116 PP.

This new, 1974 Yearbook contains a lot of historical articles plus other worthwhile information. John S. Hammond has put together a summary of all the transcontinental trips made by factory teams and individuals for more than a decade prior to 1910. Then there is E.T. Reynolds' most complete history of Studebaker-powered racing cars that took part in the 500-mile Indy races of the 1930's.

J.L. Beardsley has put together a fine article on the fabulous Avanti and its performance record, and profiles will be found dealing with such famous and noteworthy automotive figures as Charles E. Duryea, Alex Tremulus and Earl "Mad Man" Muntz. Other stories cover the forgotten Julian, the little Hudson Jet of the 1950's, a ride in a Doble steam car, a test drive of a 1938 Buick Century, the controversial 1953 Buick Skylark, the resurrection of the famed Auburn speedster, the rear-engined Stout Scarab, plus an insight into the Ford mystic.

THE GOODYEAR WINGFOOT EXPRESS

PHOTOS & STORY COURTESY OF THE GOODYEAR TIRE & RUBBER COMPANY OF CANADA LIMITED

AKRON, Ohio, July 19, 1973—A sequel to a storybook journey of 56 years ago from Akron to Boston was re-enacted by an antique truck, giving cities along the way a glimpse of history.

The 1915 Packard recreated the "Wingfoot Express", the nation's pioneering long-distance truck line. Started in 1917 by The Goodyear Tire & Rubber Company, it convinced a doubting nation of the merits of pneumatic truck tires.

The two-week trip was a highlight of Goodyear's 75th anniversary observance.

Goodyear withdrew from the trucking business after proving the feasibility of its idea and went on to become the world's largest tire and rubber company.

Cruising at 17 miles an hour, the four-cylinder Packard followed the old Lincoln Highway (U.S. 30) and Boston Post Road (U.S. 1) route of the original "Wingfoot Express", which reached Boston in 19 days after a series of breakdowns, punctured tires, collapsed bridges and other mishaps.

Only slightly modified to reproduce as faithfully as possible the features of the 1917 "Express", the two-and-one-half-ton truck was driven by its owner, David T. Myers, 62, and his son, Peter, 31, both of Holt, Mich.

It visited a score of towns and cities along its 750 mile route, and had stopovers of a day or more scheduled for Philadelphia, New York and Boston.

In most cities, the truck was ceremoniously welcomed by civic officials, bands and escorts of antique vehicles owned and driven by local residents.

It was in 1916 that Goodyear announced that it would produce the first pneumatic truck tires and create a truck line to demonstrate their practicability.

At the time, most of the nation's nearly 1 million trucks were confined to intra-urban travel, limited by the solid rubber tires which minimized speed, provided poor gasoline mileage, often became mired in mud and delivered jolting, teeth-shattering rides.

Goodyear established the "Wingfoot Express" as an experimental truck line to carry finished rubber products to Boston and then go to Killingly, Conn., to pick up a load of cotton fabric used in those days to reinforce tires.

From the Killingly cotton mills, the trucks would return directly to Akron, a total of 1,540 miles—a seemingly impossible journey in 1917.

On its first run in April, 1917, the "Wingfoot Express"—a new Packard truck escorted by two passenger cars—carried only a handful of spare tires, and a supply of gasoline, oil and water.

It was to be a "non-stop" trip, hopefully made possible by an innovative sleeper cab which allowed one driver to sleep while another drove.

But it was "non-stop" for only three hours.

Twenty-five miles from Akron, at Edinburg, Ohio, the truck came to a stop, mired in axle-deep mud. The crew spent the night in a farm house.

The following day, the truck again became stuck in mud, but finally reached Youngstown, about 50 miles from Akron, by noon.

Once back on paved roads, it made better time—punctuated every 75 miles or so by a tire blowout.

By the time the truck reached Pittsburgh, its two escort cars were totally disabled. New cars were purchased.

Near Jeannette, Pa., the truck's engine gave out. The crew waited three days for a new one and two more days to have it installed.

At Philadelphia, more engine work delayed the trip.

Finally, the "Wingfoot Express" reached Boston—18 days, 23 hours and 30 minutes after leaving Akron. With three more days spent waiting in Boston for new tires and another day driving to Killingly, the historic "non-stop" trip had consumed 23 days.

The relatively uneventful return trip took just five days.

To Harry Smeltzer, one of the drivers, the elapsed time was "28 days and 28 tires".

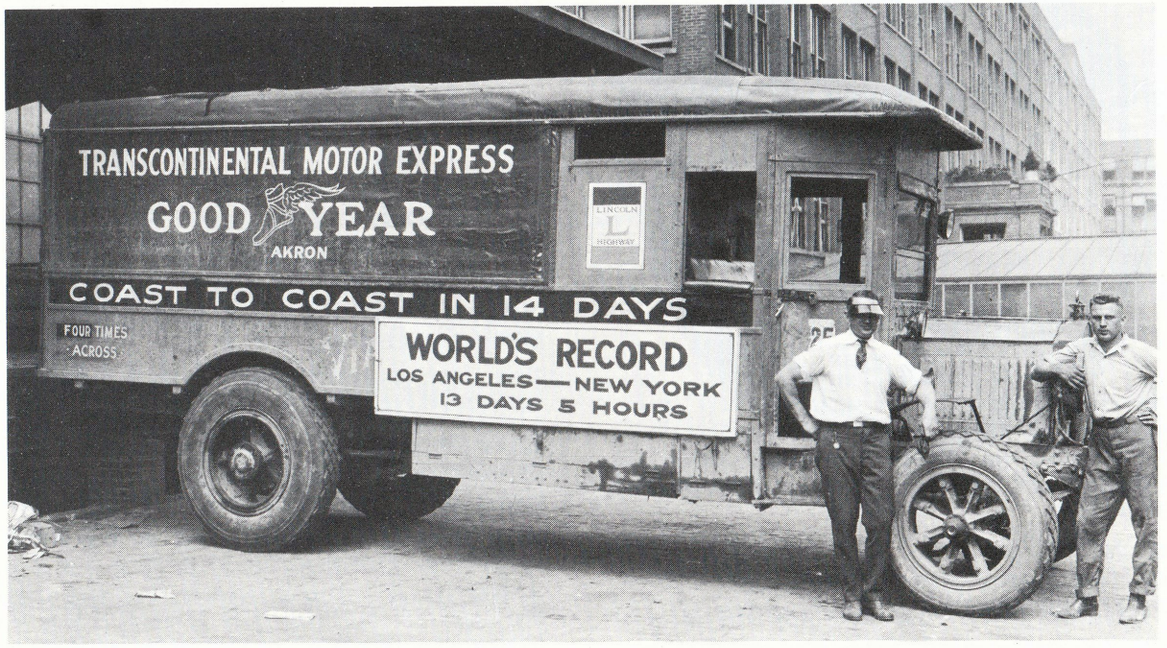
Despite the unbelieveable problems, Goodyear's theory had been proved.

Later that year, a fleet of Goodyear trucks made the round trip in a week, carrying tires to Boston and returning to Akron with cotton fabric.

Improvements in tires and roads reduced vehicle breakdowns. Speeds increased. A year later, in 1918, Goodyear began hauling aircraft tires coast to coast to meet the needs of World War I.

An era in transportation had begun.

Today, a tractor-trailer unit can make the Akron—Boston run in about two days. And while the "Wingfoot Express" averaged only 53 miles per tire, today's truck tires can deliver up to 175,000 miles, with retreading.



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THE DUSTY ROAD BACK

BY CON ROYAL

FIRST NORTH AMERICAN SERIAL RIGHTS ONLY

Those of us who live and breathe vintage automobiles, sometimes reflect on the curious turn of events that helped to make us the dedicated old car people that we are.

In my own particular case, the moulding process doesn't go back as far as for many—only maybe to about 1949 or 1950. That would put me in the very early teens. Of course, cars were starting to become very important to me at this age, probably could identify every current model on the road from a half mile away. But antique cars? Never heard of people even being interested in them and restoration and collecting certainly was an unheard of thing in our neck of the woods.

Though there was one crazy new car dealer that advertised he would take all manner of old cars in trade at a good allowance, too. Folks just couldn't figure the logic behind giving any sort of trade-in allowance on an old clunker of a 1912 Cadillac or McLaughlin, on the purchase of a 1949 Chevrolet. Why, the Chev was completely new in the latest styling. What more could one want?

And many an old car was hauled, or towed at the end of a rope over to the dealer. "Good riddance and even got a few bucks for the old eyesore. The chickens won't have a place to roost, but that won't matter. This is once I took a car dealer! "

Maybe in more metropolitan areas would someone have been aware of the logic of the trades, but here in our relatively backwoods area, we were sure the man had blown his gasket.

But ten years later . . .

Going back to the age of 13 or 14, there weren't many books about cars, but I did come across one on the newsstand. Just a new Bantam Fifty (which meant 50¢) out by a man called Ken W. Purdy. The book, "Kings of the Road".

In the review page in the front of the book it said "a thundering, zooming trip through the world of magnificent cars—cars built and bought for sheer sensuous pleasure".

And so the book was. My receptive mind absorbed each roaring chapter; the wonderful Bugattis that raced across Europe; the Mercer speedsters with their open cockpits and exhausts blasting past your feet; the award winning Gordon Buehrig designed Cords with the supercharged V8 that put out around 175 horse power; and of course, the King of them All, the Duesenbergs. Oh, and the big Mercedes—an unforgettable description by Ken Purdy of the unbelieveable acceleration of some of the supercharged models.

"You're driving an automobile that can do 100 miles per hour. Not just on the speedometer—that can be anything from 75 up—but an honest 100 by stop watch. You are at the beginning of a five-mile straight stretch of concrete, so you stick your foot into it, hit and hold the 100 mark. Ahead of you there is a parked car, white, low and meanlooking. As you pass, the fellow behind the wheel guns his engine and starts after you. You keep your foot down hard, and well before you've covered a mile, you hear a brutal scream, a roar that sears your eardrums, a whoosh, and the white car passed you. Another quarter of a mile and he's out of sight."

"That, gentlemen, is acceleration."

And that book, to me, was the warm sensuous beginning of a wonderful, ever increasing love affair with the automobile.

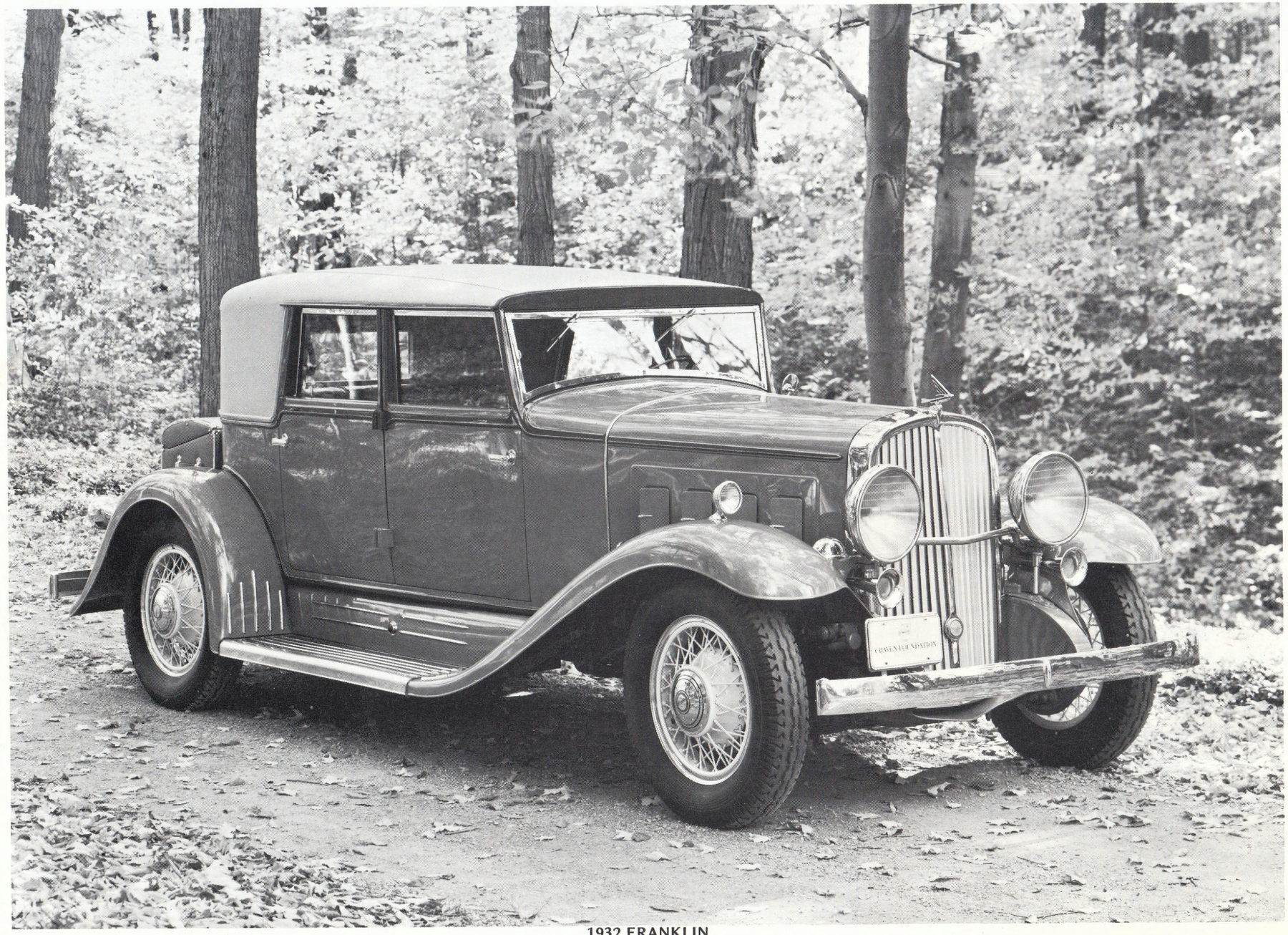
Just about then along came a couple or three new magazines devoted to my kind of cars—Hot Rod Magazine, Car Craft and Motor Trend. The first two catered to my love of hot rods and custom jobs, while Motor Trend gave me a generous helping of articles about Classics and Antiques.

Motor Trend in the early fifties had a writer, Robert J. Gottlieb, who did a monthly column called Classic Comments. He talked about the big Packards, Pierce Arrows and Chrysler Imperials of the late 20's or early 30's. I, of course, had never ever seen a car such as he was talking about, let alone had a ride in one.

Though, I still would buy Hot Rod and Car Craft, the articles by Mr. Gottlieb in Motor Trend, about the fine old cars, were slowly but positively winning me over. But even yet, I had never met anyone else that expressed the slightest interest in the cars Mr. Gottlieb and Mr. Purdy were talking about.

As far as I could determine, there were only three people in the world that loved these cars—Mr. Purdy, Mr. Gottlieb and myself.

I was sort of half disappointed later on, to find that there were other people that also had a continuing love affair with these fine automobiles . . .



1932 FRANKLIN

attracted cars from all over Manitoba. The peoples' choice was Al and Donna Scrutwa's impeccably restored 1950 MG TD. Barber's 1909 Maxwell Runabout deservedly attracted much attention. It is hoped that the success of this show will encourage the Club to make an annual affair of this.

This year, 1974, is the City of Winnipeg's Centennial Year and there will be much that the Manitoba Classic and Antique Auto Club will be able to partake in locally. The neighbouring town of Steinbach also celebrates its Centennial Year and the Club intends to take this in also by enlarging their annual August holiday weekend, Keystone Kapers, from three to four days. This fun-packed weekend of tours, displays, games and judging has attraced wide participation in the past and should be even better this year.

FROM "THE SIDE MOUNT REPORTER" THE MANITOBA CLASSIC AND ANTIQUE AUTO CLUB

1939 DODGE
BY PAUL HORCH

I wasn't really looking for another car at the time. I had just the bodywork and paint on the 1940 Mercury to do and was quite content to enjoy this car.

My father, of all people, brought this car to my attention. He had heard about it from a friend who thought I might be interested. When I heard that it was a 1939 Dodge my first reaction was to forget the whole thing. But it couldn't hurt to look.

The car was located at 298 Scotia Street and was for sale because the original owner was unable to drive it any longer. The car was not at all like I imagined it would be. From the second I laid eyes on it I knew I had to have it. The deal was closed on October 7, 1970 and I proudly drove the car home. No problems except I forgot to turn on the headlights.

Since that time I have had very little work to do on the car. It had 66,000 miles on it when I bought it. The paint is all original, except for a rear fender which was hit by an Oldsmobile in 1950. The upholstery is in very good condition with only average wear on the driver's side of the front seat.

The only work done on the car so far has been a new set of shock absorbers, a tailpipe, and a set of Denman whitewall tires. Future plans call for minor mechanical and body work.

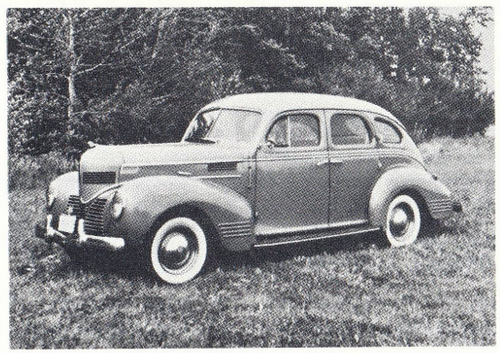
In 1972 the Dodge went to the U.S.A. three times on tours and has participated in many club activities. It has won several trophies in judging; one first place and one third place. I have put on over 2,000 miles without any trouble at all except for running out of gas at Pembina and Osborne on the way to the September Judge Meet.

Here is a history of the car. I bought it from the original owner, Mr. T.B. Weekes, who kept meticulous records of any work ever done to it. He even kept records of every time he bought gas.

The car was bought from Rathwell Bros. Garage at Brandon, Manitoba and was delivered May 29, 1939. The list price of this model was $1,320.00. The price paid was $925.00 with a 1928 Oldsmobile in trade. Mr. Weekes told me that the Olds was a lemon. It's nice to know some things never change. In July of 1939 a radio and heater were purchased from Manbeck Motor Sales Co. of Des Moines, Iowa and shipped to Grand Forks where they were installed on the car. The cost of the radio was $47.50 and the heater and defroster came to just over $20.00

SPECIFICATIONS

REAR AXLE: Hypoid. Ratio: Sedans 4.1 to 1; Coupes 3.9 to 1; Seven passenger Sedans 4.3 to 1.
TIRES: 6.00 x 16, 4-ply non-skid, Airwheel type on 5 passenger; 6.50 x 16, 4-ply on 7-passenger.
WHEELBASE: 117"; Seven passenger Sedans, 134"
BODY: Safety all-steel, with steel top. Insulated against sound, heat and cold. Safety glass throughout.



1939 DODGE
OWNED BY PAUL HORCH
OF THE MANITOBA
CLASSIC & ANTIQUE AUTO CLUB

ONTARIO

ANTIQUE & CLASSIC CAR CLUB OF CANADA

Aug. 26 ..... C.N.E. Auto Day—Toronto
Aug. 31—Sept. 1 ..... F.C.A. Flea Market, Lambeth—Forest City Region
Sept. 7-8 ..... Barrie Flea Market
Sept. 21-22 ....Concours d'Elegance—NATIONAL—Toronto
Sept. 29 ..... Forest City Judging Meet
Oct. 1-5 ..... Hershey Flea Market
Oct. 19-20 ..... Fall Foliage Bus Tour
Nov. 4 ..... AGM—Forest City Region
Nov. 15 ..... AGM—Toronto Region

ANTIQUE AUTOMOBILE CLUB OF OTTAWA

Oct. 19 ..... 12th Annual Exhibition, Holiday Inn, 350 Dalhousie Street, Ottawa, Ontario

MODEL "A" FORD CLUB OF PEMBROKE

August ..... Steam Show
September ..... Road A-O
October ..... Colour Tour
November ..... Santa Parade
December ..... Christmas Shine

FROM "THE FLYING QUAIL", MARCH ISSUE
"PARTICIPATE MORE IN '74"

QUEBEC

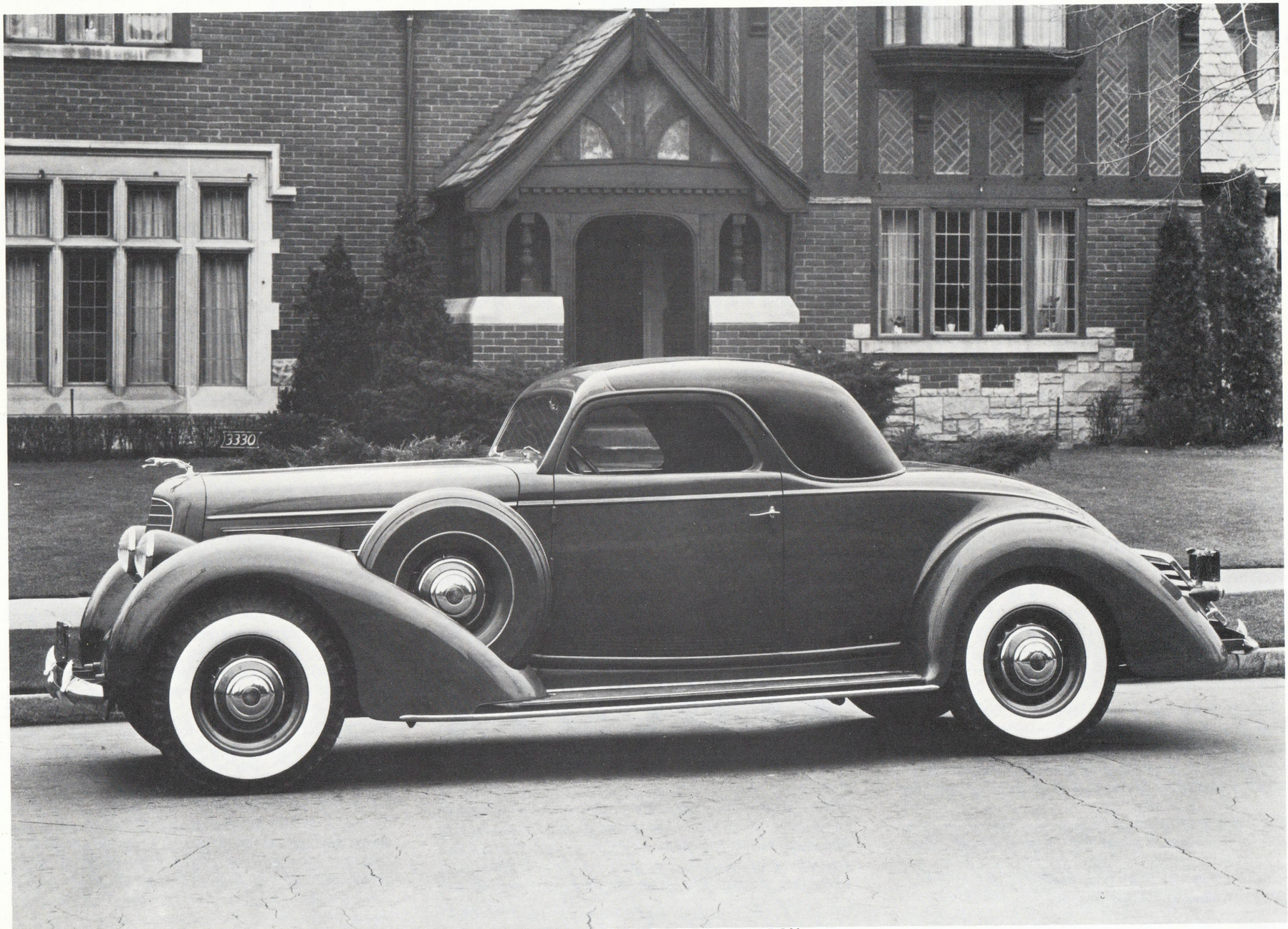
THE VINTAGE AUTOMOBILE CLUB OF MONTREAL INC.

REUNIONS PROCHAINES 1974

15 sept. ..... Concours d'élégance annuelle St Bruno, Québec
26, 27 oct. ..... Rallye d'automne

1974 EVENTS

Sept. 15 ..... Annual Concours d'Elegance St. Bruno, Quebec
Oct. 26-27 ..... Frost Bite Tour



1936 LINCOLN "K" COUPE BY LEBARON

NATIONAL REPORTS AND COMING EVENTS

BRITISH COLUMBIA

WHAT'S HAPPENING IN B.C. IN '74?

B.C.'s largest annual swap meet is co-sponsored by The Vintange Car Club of Canada and The Totem A & T Ford Club. It is located in Cloverdale, 30 miles east of Vancouver. This is a well attended meet which draws many of our U.S. friends, it is held in March each year. For 1975 information please write to P.O. Box 3070, Vancouver, B.C.

One of the largest Vintage Car Parades was held on Easter Sunday in Vancouver. Approximately 100 cars participated in a drive through the city, starting out from the Woodwards store in the Oakridge Shopping Centre.

The Vancouver Chapter of the V.C.C.C. hosted the 1974 Annual "May Tour" held in Richmond, B.C. this year. Each year a different chapter hosts the tour in their city with cars attending from all our B.C. and the Pacific Northwest.

Tour headquarters was the Hyatt Airport Hotel, the main tour was through Richmond with a picnic lunch and judging at the Reifel Wildfowl Refuge in the Fraser River delta. This event was held May 31, June 1 & 2.

The Annual Birch Bay Field Meet is held each August in Birch Bay, Washington. The sponsoring club is the Totem A & T Club. This event includes a picnic and many driving competitions. Registration begins at 12 noon at the Birch Bay Trailer Court, August 17 and 18.

August also sees the B.C. Vintage Car Club, which is centred in Nanaimo, hosting the "August Tour". This tour is usually held in Duncan, 1974 date to be announced. For further information contact Fred Bell, Rural Route 1, Ladysmith, B.C.

The clubs hold numerous garage tours, picnics, children's parties and parades during the year. Any "Old Car Nut" visiting B.C. is most welcome to participate in these events.

Jim Macdonald

TOTEM A & T FORD CLUB

Aug. 17-18 ..... Birch Bay Field Meet, Birch Bay Trailer Park, Birch Bay, Washington (two miles south of Peace Arch at Blaine)

B.C. VINTAGE CAR CLUB

Late August ..... Annual Tour (final date and location to be decided)

VINTAGE CAR CLUB OF CANADA

Dec. 26 ..... Boxing Day Parade—parade through Stanley Park starting from Bay Shore Inn, Vancouver

ALBERTA

The Alberta Clubs are very happy to be included in this first issue of "Vintage Canada". We have long felt the need for an effective National organization and are proud to work along with the rest of Canada to make our Vintage Car Movement the finest anywhere.

In 1973 the Alberta clubs hosted the "INTERNATIONAL MEET" at Red Deer, Alberta, with a record attendance of 225 vintage automobiles and nearly 700 people. In 1974 we have sort of a rest year, but then comes 1975 which will, by all indications, be a milestone year for the old car hobby in Alberta, when we again host the "INTERNATIONAL MEET", this time in Calgary, Alberta. And along with that, the Meet will also be the focal point of the 1975 CROSS-CANADA TOUR.

So, 1975 is a big year for us in Alberta. We look forward to meeting you and hosting you with our brand of Western Hospitality.

For information, write:

Ed Pargee
Box 7545
Station E
Calgary, Alberta

"THE RUNNING BOARD" EDMONTON ANTIQUE CAR CLUB

"TOO BAD . . . . TWO BAD"

My interest in the "antique automobile" began eleven years ago as a typical school boy wanting some transportation. I was helping a carpenter demolish a house and under the staircase came upon a "Boyce motor meter". Well, on the spot, I declared, someday I'll have the rest of the car to go with it! And soon after, I did acquire a "roadster body with rumble seat", which sat on saw-horses in the back yard while I cleaned, sanded, and primed. Then one weekend I loaded it into a truck, drove to "Western Antique" and asked Al to help me restore my "CAR". Well, that's when I began to learn FAST about antiques and got into the hobby seriously. Al pointed out that my "roadster" was really a "sawed-off coupe" and not of much value to me. So I sold it to him for $20 for resale to a hot rodder (too bad!). And then my next move was to buy the ESSEX from him for ten times that amount (too bad!) I well remember "tiptoeing" out on boards to visit my ESSEX sinking in the middle of a slough with a double-fist size hole in the block . . . but then it was complete from rad cap to gas cap! It took a year to buy it from "after school earnings"; and I didn't dare tell my parents or anyone who might have me committed!

But then the day finally came when I had a tow-truck haul it out for me and it even looked worse parked on the street! My determination prevailed and I proceeded with the discouraging task of completely dismantling it into a thousand pieces. Well, at this point I was really "talking to myself" and came close to selling it. (But I didn't have the courage to show a prospective buyer an Essex in fifteen piles! ! !) So again I went to "work on a potato farm" from sunrise to sunset all one summer to earn the money for the restoration (too bad!).

The following year I decided to restore the car at Western Antique and spent many a weekend "living at Al's". I did a lot of the manual "labour of love" work on the frame, motor and body. Many a late evening I was asleep under her, grease from head to toe.

But unforgettable was the moment I pulled the starter and the assembled car "ROARED TO LIFE" in a heavy cloud of blue smoke, a few rumbles, rattles and shouts of joy! And the drive out of the shop with all zero's on the odometer; frightened that if the motor quit, I'd have to "get out and get under".

Luckily I had very few moments of "let-downs"; the odd push by neighbourhood kids or battery boost from the AMA who hesitated when you said, "'29 ESSEX and battery's under the seat! "

Then it and I were all ready for our first run to Hinton—Canadian Antique Car Derby of 1965. We finished a proud "third" in our class—then the fun of the tour came in participation of the car games. Changing my first tire, running around the car with it; chipping new paint putting it back on. Well, that night at the banquet, Al Litke presented prizes for "participation" and each of us was to "cry about all the trouble we had with our car that day".

When I started to give my "sad story" about my "ASS-ACHE ESSEX" all I got from Back Bencher Bill Learning was a loud "TOO BAD" to enjoyment of all present and it seems to have stuck to this very day! ! !

However the concern or comments, I've enjoyed many years of club tours, events, shows, and banquets; four of my best years serving on the executive, as recording secretary for a year and "Running Board" editor for three. For this I was awarded the "outstanding club member of the year award" in 1968 and I truly did find my years of service very challenging and rewarding.

But now I plan to "semi-retire" and really enjoy the club; find the time and pleasure of antique motoring and yes, look forward to getting married! (TWO BAD) I'm sure "Lorraine" is the right gal for me and I hope she finds as many friends in our club as I have.

So, bye for now, and happy Antique Motoring . . .

The Editor

SASKATCHEWAN

FROM "THE WAAC NEWSLETTER" WEYBURN ANTIQUE AUTO CLUB

A NEW YEAR COMETH IN SASKATCHEWAN

How was your '73—good? What are you looking for in 1974? Maybe you'll find a "T" in some sheltered bushes—a touring sedan in an old shed or maybe a roadster sitting in a stall of an old abandoned barn just waiting to be found—Oh, you Dreamer!

Let's go back to '73 and see what some of the Weyburn boys have done. Darryl, our president, owns a yellow '29 Chev, a black '26 "T" and a hearse which he picked up during the "Northern Tour". He also has some other "bodies" that he's collected in the past few years. I think he's in competition with Mel although I should talk—have you seen my "bone pile"?

The sage of W.A.A.C. once said, "a valve in the head is worth two in the block." He has got to be a Chevrolet man making a statement like that. Perhaps he is the same person who wrote "fix or repair daily." Who is he?

Noel Hebert purchased a new car—an original 1931 Chev coupe. They say the price was too high but take it from me, Noel—it's worth it. You don't often find a car that old that's in such good shape with everything on it. Noel will probably come up with other new finds in '74—he usually does.

If you're in Saskatoon, you may run into Paul Greening. He's making his home there now. It's Saskatoon's gain and Weyburn's loss. He probably will take his Lincoln V-12, 1934 Franklin coupe and the 1911 or '12 T Touring which is next to be restored in that fair city to the North of us. Best of luck, Paul.

Don Hansen is the proud owner of a 1923 Ford T Touring, has it underwraps in his neighbour's garage for the winter months. Don finished the paint job on his "T" just in time for the first annual Antique Car and Hobby Show last June. This year the show will be held in the Coliseum on June 8 & 9 and he'll have that yellow fellow sparkling. If Don's not walking the beat on Sunday, July 14 you'll see him at Mainprize Park which is where we'll be the first day of our Southern Boundary Line Tour.

John Vinge (better known as Metro) is back at university but will back to haunt us come this spring or on one of our tours with his 1931 Ford A coupe (beer wagon). "I hear you got the oil leak fixed, John, now it only takes 2 quarts per mile."

Our new secretary, Dave Kerr, has his 1940 Mercury stored next to his house under a snow bank—don't worry he'll be at it come spring (that's just around the corner, they say). Dave is a new member as of last year and already is in the thick of it, taking over the secretary's duties. That's the best way I know of to find out how an organization works. (Lots of luck, Dave!)

How about Marcel Fradette, Dave Shoemaker, Mel Knoblauch and the other members? What did they do last year? What are their plans for '74? I'll see if I can tell you next issue.

Submitted by
Ron Metheral

MANITOBA

REPORT ON ACTIVITIES OF CAR CLUBS

The Car Clubs in Manitoba have not been hibernating but indeed the various executives have been planning for the year ahead.

The Lord Selkirk region of the A.A.C.A. kicked off first this year with their annual "Meet the Ladies Night" held on March 2nd. The party was lively and warm in spite of the below zero temperatures outside. From the snippets of conversation overheard, there should be a number of new old cars making their debut this year.

The Western Manitoba Pioneer Auto Club should be congratulated on their first attempt at an Antique Show in the City of Brandon. This two-day event took place last fall and was a resounding success, both for the Club and for the general public. The show

attracted cars from all over Manitoba. The peoples' choice was Al and Donna Scrutwa's impeccably restored 1950 MG TD. Barber's 1909 Maxwell Runabout deservedly attracted much attention. It is hoped that the success of this show will encourage the Club to make an annual affair of this.

This year, 1974, is the City of Winnipeg's Centennial Year and there will be much that the Manitoba Classic and Antique Auto Club will be able to partake in locally. The neighbouring town of Steinbach also celebrates its Centennial Year and the Club intends to take this in also by enlarging their annual August holiday weekend, Keystone Kapers, from three to four days. This fun-packed weekend of tours, displays, games and judging has attraced wide participation in the past and should be even better this year.

FROM "THE SIDE MOUNT REPORTER" THE MANITOBA CLASSIC AND ANTIQUE AUTO CLUB

1939 DODGE
BY PAUL HORCH

I wasn't really looking for another car at the time. I had just the bodywork and paint on the 1940 Mercury to do and was quite content to enjoy this car.

My father, of all people, brought this car to my attention. He had heard about it from a friend who thought I might be interested. When I heard that it was a 1939 Dodge my first reaction was to forget the whole thing. But it couldn't hurt to look.

The car was located at 298 Scotia Street and was for sale because the original owner was unable to drive it any longer. The car was not at all like I imagined it would be. From the second I laid eyes on it I knew I had to have it. The deal was closed on October 7, 1970 and I proudly drove the car home. No problems except I forgot to turn on the headlights.

Since that time I have had very little work to do on the car. It had 66,000 miles on it when I bought it. The paint is all original, except for a rear fender which was hit by an Oldsmobile in 1950. The upholstery is in very good condition with only average wear on the driver's side of the front seat.

The only work done on the car so far has been a new set of shock absorbers, a tailpipe, and a set of Denman whitewall tires. Future plans call for minor mechanical and body work.

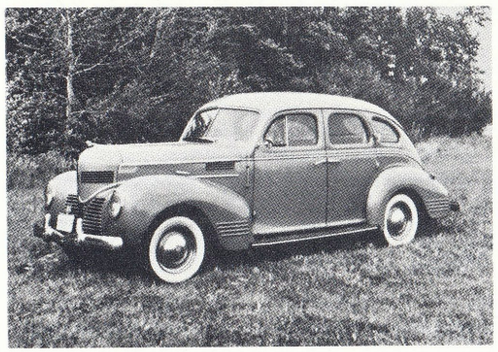
In 1972 the Dodge went to the U.S.A. three times on tours and has participated in many club activities. It has won several trophies in judging; one first place and one third place. I have put on over 2,000 miles without any trouble at all except for running out of gas at Pembina and Osborne on the way to the September Judge Meet.

Here is a history of the car. I bought it from the original owner, Mr. T.B. Weekes, who kept meticulous records of any work ever done to it. He even kept records of every time he bought gas.

The car was bought from Rathwell Bros. Garage at Brandon, Manitoba and was delivered May 29, 1939. The list price of this model was $1,320.00. The price paid was $925.00 with a 1928 Oldsmobile in trade. Mr. Weekes told me that the Olds was a lemon. It's nice to know some things never change. In July of 1939 a radio and heater were purchased from Manbeck Motor Sales Co. of Des Moines, Iowa and shipped to Grand Forks where they were installed on the car. The cost of the radio was $47.50 and the heater and defroster came to just over $20.00

SPECIFICATIONS

REAR AXLE: Hypoid. Ratio: Sedans 4.1 to 1; Coupes 3.9 to 1; Seven passenger Sedans 4.3 to 1.
TIRES: 6.00 x 16, 4-ply non-skid, Airwheel type on 5 passenger; 6.50 x 16, 4-ply on 7-passenger.
WHEELBASE: 117"; Seven passenger Sedans, 134"
BODY: Safety all-steel, with steel top. Insulated against sound, heat and cold. Safety glass throughout.



1939 DODGE
OWNED BY PAUL HORCH
OF THE MANITOBA
CLASSIC & ANTIQUE AUTO CLUB

ONTARIO

ANTIQUE & CLASSIC CAR CLUB OF CANADA

Aug. 26 ..... C.N.E. Auto Day—Toronto
Aug. 31—Sept. 1 ..... F.C.A. Flea Market, Lambeth—Forest City Region
Sept. 7-8 ..... Barrie Flea Market
Sept. 21-22 ....Concours d'Elegance—NATIONAL—Toronto
Sept. 29 ..... Forest City Judging Meet
Oct. 1-5 ..... Hershey Flea Market
Oct. 19-20 ..... Fall Foliage Bus Tour
Nov. 4 ..... AGM—Forest City Region
Nov. 15 ..... AGM—Toronto Region

ANTIQUE AUTOMOBILE CLUB OF OTTAWA

Oct. 19 ..... 12th Annual Exhibition, Holiday Inn, 350 Dalhousie Street, Ottawa, Ontario

MODEL "A" FORD CLUB OF PEMBROKE

August ..... Steam Show
September ..... Road A-O
October ..... Colour Tour
November ..... Santa Parade
December ..... Christmas Shine

FROM "THE FLYING QUAIL", MARCH ISSUE
"PARTICIPATE MORE IN '74"

QUEBEC

THE VINTAGE AUTOMOBILE CLUB OF MONTREAL INC.

REUNIONS PROCHAINES 1974

15 sept. ..... Concours d'élégance annuelle St Bruno, Québec
26, 27 oct. ..... Rallye d'automne

1974 EVENTS

Sept. 15 ..... Annual Concours d'Elegance St. Bruno, Quebec
Oct. 26-27 ..... Frost Bite Tour

NEW BRUNSWICK

NEW BRUNSWICK ANTIQUE AUTO CLUB

LABOUR DAY WEEK-END

St. Andrews—St. Stephen—Milltown. August 31, September 1 & 2, 1974.

NOVA SCOTIA

"CARS OF CANADA"
A CRAVEN FOUNDATION HISTORY
REVIEWED BY BILL JARVIS FOR "ANTICS" THE HALIFAX ANTIQUE CAR CLUB

One of the main "lacks" of our hobby has been a comprehensive book on Canadian automotive history. Until now, no one has been both able and willing to tackle the job of researching as thoroughly as possible all the makes of cars built in this country since Henry Seth Taylor of Stanstead, Quebec, built a steam carriage in 1867. Finally, with the support of the Craven Foundation, we have such a book.

"Cars of Canada" was written by Hugh Durnford, a Montreal journalist; and Glenn Baechler, a Waterloo, Ont., businessman. Their labours have resulted in a 10-inch by 12¾-inch volume of 384 pages, with more than 400 photographs. More important, instead of being a dry collection of facts and figures, "Cars of Canada" is an extremely interesting, well-written and amusing book.

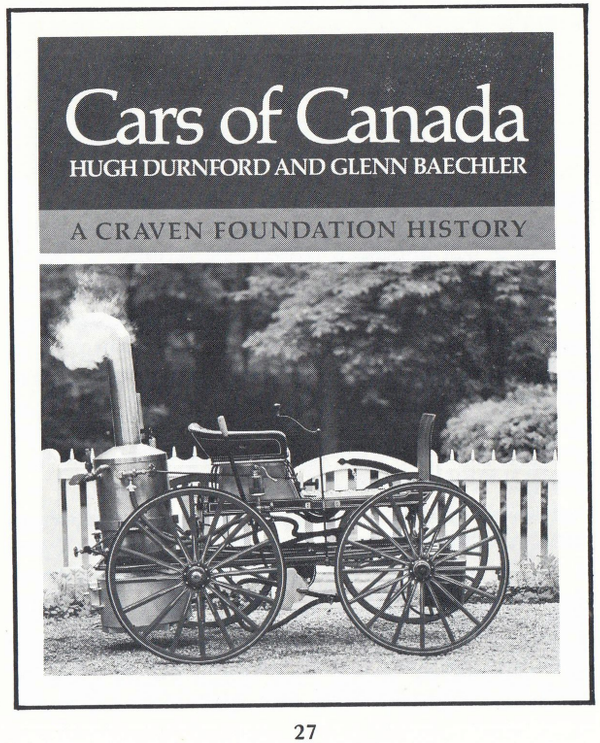
"Cars of Canada" not only includes the major makes of cars built in this country by international companies, it includes genuinely Canadian vehicles—even those where only one or two were built. The book includes lots of information on every part of Canada: our automotive area no longer extends from Windsor, Ont., on the west to Oakville on the east.

One important contribution the authors have made is to define just what a Canadian automobile is. Sounds simple—until you try it! A car is considered to be "Canadian if it met three of these four criteria: designed in Canada; built in Canada; built by a Canadian-owned company; having a Canadian name."

In addition to the history of dozens of makes of cars (the McKay story takes 2 pages including 5 pictures) chapters of the books are devoted to the development of the industry in Canada; the first transcontinental trips; specialty vehicles such as trucks, buses, fire-trucks and snowmobiles; "the helpers" such as dealers, service stations, clubs, and licensing.

When car licenses were first being issued, the government assigned the license number, but it was up to the motorist to make his own license plate. When Alberta started issuing licenses in 1906, Joe Morris of Edmonton received license number 1 for his 1904 Ford. "Naturally he was expected to acquire a plate of some sort, put the number on it, and affix it to the car in the customary way. But Joe scorned such conformity, and contented himself with sticking a broomhandle in the rear of the Ford. When he was hauled into court for failing to show his registration number, he argued that the broomhandle formed the number one, and he was therefore not guilty. The court agreed."

And some of the things that are supposed to be new just aren't. Irving Oil has made a lot of its "Irving girls in their sizzler costumes" the last couple of summers, but "Cars of Canada" has a picture of 6 girls employed in an Imperial Oil station in Vancouver during World War I. (There is a photo of Halifax's first garage, which opened on Doyle St. in 1914, operated by H.N. Eaton. No sign of girls, though.)



Dutchy Himmelman was a famous practical joker of Lunenburg, N.S. "Once, at the top a hill leading into nearby Bridgewater, the engine fell right out of Dutchy's car. Two young men in an ox-cart happened by, and agreed to take the engine into town. Then Dutchy hopped back into his car and rolled it down the hill and into a garage, where he told the mechanic, 'There's something wrong with this here car; for the past 10 miles or so she ain't got no power. See what you can do while I'm at the store.' and he walked away."

It's possible to go on and on retelling anecdotes and history about cars, people, travelling (the first winter trip from Saint John to Halifax was a grim drive), which are mentioned in the book.

This review paints a pretty good picture of the book—but does it have any faults? The answer is, "Yes, but they are minor." The proofreading did not eliminate every spelling error or date error. But, to point that out shows how far one has to go to find fault. "Cars of Canada" covers major truck manufacturers, but admit that it does not cover some of the minor ones (Warne and Defiance are left out.) The authors do state, however, that they have not tried to cover trucks thoroughly and correctly point out that that is a field requiring study and research on its own.

All in all, "Cars of Canada" is a very fine book, and in my opinion well worth the $25.00 price tag. In Halifax it is available from Talbot's Bookstore in the Halifax Shopping Centre and from Classic Bookstore in Scotia Square, as well as other places. It may also be obtained from The Craven Foundation, 75 Dufflaw Road, Toronto, Ontario M6A 2W4, with delivery taking about three weeks.

NOVA SCOTIA
HALIFAX ANTIQUE CAR CLUB

MAJOR EVENTS

Sept. 6-7 ..... 11th Atlantic Antique Car Show, Halifax Forum

PICTOU COUNTY ANTIQUE CAR CLUB

MAJOR EVENTS FOR 1974

Aug. 25 ..... Victoria Park, Truro—Corn Boil
Sept. 21 ..... Tour to Sherbrooke Restoration Project and Village

QUEBEC REGISTRATION OF VINTAGE MOTOR VEHICLES

BY GAËTAN TROTTIER

Two years ago or so, a move was initiated by a few members of the V.A.C.M. with a view to obtaining from the Quebec Department of Transport special registration plates for their vintage automobiles at a lower fee than charged for regular passenger cars. In support of their request, they invoked the policies of some Provinces and U.S. States which issue specially identified and lower priced registration plates for use on antique, vintage or historic vehicles.

Needless to say, the granting of such advantages and privileges entails certain restrictions, especially with regard to road use, speed limits, periods of use, etc.

Up to the Fall of 1972, the Quebec Department of Transport and Communications, through its Motor Vehicle Bureau, had consistently refused to set such vehicles into a special class, arguing rightly—I quote the Chief Registrar of Motor Vehicles in a statement he made at the beginning of 1972—that "where such vehicles are in good working order and they meet the minimum standards of their model year, they will be issued regular registration plates for passenger vehicles which, for all practical purposes, entitles them to the same road use as any other vehicle."

However, following pressure on the part of vintage vehicle owners—not necessarily members of the V.A.C.M.—the Department revised its position and, through an Order in Council dated November 6, 1972, had the Motor Vehicle Act amended to read as follows:

Section 3.54 "Registration fee for a motor vehicle of a model year predating the current registration year by more than 30 years will be $10.00."

Section 3.55 "However, the Chief Registrar shall set the conditions under which motor vehicles registered under the provisions of section 3.54 are permitted to use public roads, and limit such use to specific places or routes."

Copies of this amendment were of course forwarded to the various local Motor Vehicle Licensing Bureaus across the Province. It appears, however, that many officers of these bureaus misunderstood the meaning of the two sections quoted; they read them as making it "compulsory" for owners of cars more than 30 years old to register such vehicles under the provisions of the November 6, 1972 amendment, and to apply for plates bearing the special identifying letter "V" followed by a serial number starting at 20001, these plates being the same size as motorcycle or snowmobile licence plates. It also appears that Motor Vehicle Licensing officers had orders to refer all $10.00 plates applications to the Motor Vehicle Bureau, Parliament Buildings, in Quebec City. What the vast majority of Vehicle Licensing people failed to realize is that the Order in Council did not make it "compulsory" to register vintage cars in accordance with sections 3.54 and 3.55, but that it merely gave antique car owners a "choice", the "opportunity" to save money while accepting the restrictions associated with the special registration.

Nowhere in the legislation is there any item prohibiting issuance of regular plates at the regular fee for a vehicle 30 years of age or more. Careful reading of section 3.54 will show that all this section indicates is that one may obtain plates for a fee of $10.00, while the next section, 3.55, provides that issuance of such plates is made with the proviso that the Chief Registrar will impose whatever restrictions he sees fit or necessary.

The error, it seems to me, stems from a wrong interpretation of the two sections mentioned above, and as a result of this misinterpretation, several of our members—including myself—were refused regular registration, even at the full rate, when applying for renewal of their licence plates or for registration of a newly acquired vintage car.

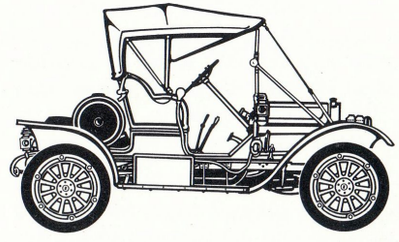
Following rebuffs from several Motor Vehicle Registration agents and officers, some directors of the V.A.C.M. got together with members of this club to set up a committee for the purpose of making representations to the provincial Department of Transport. After many meetings, letters and "respectful" suggestions which took place before June 6, 1973, the Highway Code was again amended and a new Order in Council changed the wording of section 3.54 as follows:

3.54 "The Chief Registrar may, for a fee of $10.00, register a motor vehicle of a model year predating the current registration year by more than 25 years."

It is understood that section 3.55 is neither repealed nor amended and that it still stands as adopted on November 6, 1972, empowering the Chief Registrar to impose whatever restrictions he sees fit to those who apply for the so-called "$10.00 plates".

There again, however, section 3.54 as amended does not state that the Registrar MUST register a more than 25-year old vehicle under the restrictive regulations governing issuance of "10.00 plates"; only that he MAY do so. In other words, it is still possible—as before—to register a more than 25-year old automobile at the regular fee charged for passenger cars.

It is not my intention to try and dissuade anyone operating his vintage car only on the rare occasions allowed by the special regulations from having it registered under the provisions of section 3.54 if he so wishes. If he is willing to accept the restrictions associated with the use of "$10.00 plates", thereby saving money, he has a right to do so, although he might be better, I believe, to apply for these special plates directly to Quebec City. As to the others, the enthusiasts and "bugs" who use their vintage or classic cars on every occasion and in all seasons, they are still entitled to register their older automobiles in the same regular way as late model cars. It would be unfortunate, however, that in choosing to apply for a restrictive licence, our members deprive themselves—and all of us—of the always renewed pleasure of getting together in the carefully planned tours, excursions and trips organized every year for us by our dedicated directors.



L'IMMATRICULATION DES VÉHICULES -AUTOMOBILES ANCIENS

GAËTAN TROTTIER

Depuis une couple d'années, au moins, un mouvement a commencé à prendre naissance chez quelques-uns des membres du V.A.C.M. tendant à demander au ministère des Transports du Québec, l'émission de plaques d'immatriculation d'un caractère spécial pour leurs voitures anciennes, comportant des honoraires inférieurs à ceux imposés aux voitures de promenades ordinaires. Pour appuyer cette requête on a invoqué les politiques de certaines autres provinces et de certains états des États-Unis, qui, dans des cas semblables, accordent, moyennant tarifs réduits, des plaques d'immatriculation identifiées spécialement pour usage sur voitures antiques, ou voitures anciennes ou véhicules historiques.

Il va sans dire que ces permis spéciaux, s'ils comportent des faveurs et des privilèges, apportent également une contrepartie de restrictions, notamment quant à l'utilisation des routes, quant à la vitesse permise, quant aux périodes permises, etc.

Jusqu'à l'automne 1972, le ministère des Transports du Québec, par son Bureau des véhicules automobiles, s'est refusé à constituer une catégorie à part pour tels véhicules, apportant comme argument bien logique: et je cite ici les paroles du Directeur de ce bureau, prononcées au début de 1972, que: "lorsque tels véhicules sont en bon état de marche et qu'ils répondent au moins aux standards de leur année de fabrication, nous leur émettons une plaque d'immatriculation de véhicule de promenade, ce qui, à toutes fins pratiques, leur permet de circuler sur les routes comme tout autre véhicule."

Toutefois, par suite de pressions de la part de propriétaires de véhicules anciens, qui ne sont pas nécessairement des membres du V.A.C.M., le Ministère, par un arrêté en conseil daté du 6 novembre 1972, apportait à la loi sur les véhicules automobiles un amendement énoncé comme suit:

3.54 "L'immatriculation d'un véhicule automobile dont l'année du modèle date de plus de 30 ans de l'année courante d'immatriculation est de $10.00."

3.55 "Le Directeur doit cependant établir les conditions nécessaires à la circulation sur les chemins publics de tout véhicule automobile immatriculé en vertu de l'article 3.54 et en restreindre l'usage à des endroits particuliers ou à des trajets précis."

Naturellement, copies de cet amendement ont été transmises aux divers bureaux d'émission de plaques d'immatriculation à travers la province. Plusieurs directeurs de ces bureaux semblent ne pas avoir compris le sens des deux articles précités et les ont interprétés comme étant "une obligation" pour les propriétaires de voitures ayant plus de 30 ans d'âge de les faire immatriculer selon les dispositions de l'amendement du 6 novembre 1972, et ce, au moyen d'une plaque portant comme préfixe la lettre "V", suivie d'un numéro de série commençant par 20001, plaque de la dimension d'une plaque pour motocyclette ou pour auto-neige. Et, semble-t-il, les administrateurs de bureau d'émission de plaques avaient des ordres de référer ces demandes de plaques spéciales à $10.00 au Bureau des véhicules automobiles, à Québec, à l'édifice du gouvernement. Ce que ces messieurs des bureaux d'émission de plaques ne semblent pas avoir compris, et ce, pour leur très grande majorité, c'est que l'arrêté en conseil en question ne constituait pas une "obligation" de faire immatriculer spécialement les voitures anciennes selon les articles 3.54 et 3.55, mais n'était qu'un "choix" ou qu'une "faculté" pour le détenteur de voiture antique de faire une économie tout en se résignant à accepter les restrictions attachées à telles immatriculations spéciales.

Nulle part dans la loi nous ne trouvons un article prohibant l'émission d'une plaque d'immatriculation régulière, au tarif régulier, à un véhicule datant de 30 ans et plus. Si on lit bien attentivement l'article 3.54 on réalise qu'il dit qu'on peut obtenir une plaque dont le coût est de $10.00, et l'article 3.55 qui y fait suite dit que le Directeur, pour accorder telle plaque spéciale, imposera les restrictions jugées nécessaires ou opportunes, selon des normes qui ne sont pas détaillées dans le texte de cet article.

L'erreur provient, il me semble, d'une mauvaise interprétation des deux articles précités, et cette erreur a été la cause que plusieurs de nos membres, quand ils ont voulu renouveler leur immatriculation ou faire immatriculer une voiture nouvellement acquise, se sont vus refuser l'immatriculation même régulière à plein tarif, et j'en suis un parmi bien d'autres . . .

A la suite de ces rebuffades de certains concessionnaires ou directeurs de bureaux d'émission de plaques pour automobiles, quelques-uns de nos directeurs du V.A.C.M. ont formé, avec des membres du club, un comité destiné à faire des représentations auprès du ministère des Transports, et, après des réunions, des correspondances, des suggestions "respectueuses", qui ont duré jusqu'au 6 juin 1973, ils ont vu le Code de la Route modifié de nouveau, alors que par arrêté en conseil, l'article 3.54 était remplacé par le suivant:

3.54 "Le directeur peut immatriculer un véhicule automobile dont l'année du modèle date de plus de 25 ans de l'année courante d'immatriculation, moyennant le paiement d'un droit de $10.00."

Il reste bien compris que l'article 3.55 adopté le 6 novembre 1972 n'est pas abrogé ni modifié et qu'il accorde au Directeur le droit et le pouvoir d'imposer les restrictions qu'il veut à ceux qui obtiennent ce qu'il est convenu d'appeler "les plaques à $10.00".

Là encore, l'article 3.54 tel qu'amendé ne dit pas que le Directeur DOIT immatriculer spécialement un véhicule ayant plus de 25 ans d'existence en vertu de l'immatriculation restrictive avec plaques à $10.00, mais l'article dit: PEUT immatriculer . . . C'est donc dire que, comme par le passé, il est toujours possible de faire immatriculer une "bagnole" datant de plus de 25 ans selon l'immatriculation régulière, au tarif régulier d'une voiture de promenade.

Il n'est pas dans mon optique de vouloir dissuader qui que ce soit de faire immatriculer sa voiture ancienne selon les dispositions de l'article 3.54; c'est son droit, et s'il est disposé à se soumettre aux restrictions attachées à l'émission des "plaques à $10.00" il devra, je crois, s'adresser directement à Québec pour les obtenir, et il fera ainsi une économie s'il n'utilise sa voiture qu'en quelques rares occasions permises par les règlements. Quant aux autres, les enthousiastes, "les mordus", qui utilisent leur antique ou leur classique en toutes occasions comme en toutes saisons, ils pourront continuer de les faire immatriculer régulièrement tout comme leur voiture moderne. Il serait toutefois regrettable que nos membres, à cause de leur choix d'un permis mitigé, se privent eux-mêmes et nous privent tous ensemble, des plaisirs toujours nouveaux des rencontres fraternelles à l'occasion des différentes tournées, excursions et randonnées que nos administrateurs nous procurent avec tant de soin et de dévouement, à chaque année.

THE NEWFIE SAFETY STUTZ

THE LIFE STORY OF DON MacCALLUM'S CLASSIC CAR:

BY D.G. SKELDING
GEORGIAN BAY REGION REPORTER

In 1926, there were four, —four beautiful, big, handsome, expensive Stutz automobiles brought from their birthplace at Indianapolis, Indiana, to the Island. This colony; this roadless land still under colonial rule, that was slowly being exposed to that mighty symbol of success in the new world, —the motor car.

The woeful lack of records and the haze of time dims the memories of those who should remember the owners, but really, what was so important about four cars. All that really mattered to the average man anyway, was good weather, good boats and plenty of fish to catch. Rumour has it that one of the cars was purchased for the Governor of the colony and the others by wealthy merchants in St. John's. One merchant was a Mr. McPherson who owned a small chain of "Royal" stores throughout the island.

When you speak of outport fishermen, the mind immediately conjurs up a vision (for those old enough to remember) similar to the figure that appeared on "Scotts Emulsion" bottles. The fisherman's life is a rough life, lonely and fraught with danger and romantic and adventurous only to authors. Most fishermen work alone and of necessity are an ingenious lot, however, the energy expended in hauling in nets or taking in boats would cause the average mainlander to quiver and pale.

There was, however, one particular fisherman who, while visiting St. John's, decided to enjoy some of life's luxuries and so, bought himself a car. Now this to some people may not seem like much of a splash in the pool of life, and indeed, there were some who thought that continuing exposure to the elements and the odd tipple of Newfie Screech had at last taken its toll. For this man—this fisherman—lived on an island that had no roads.

Out of the mists of time, names like Joe Batts Arm, Tilting, Seldem, now appear, and like so many names on this very old rock are stories in themselves. These names, however, belong rightly to a small island East of Twillingate, called Fogo Island. This of course is the roadless island which for many years was the resting place of—you guessed it—our Newfie Stutz. How in the world would a car, any car get here and for what purpose. Speculation regarding its discovery might run something like this.

The usual Saturday night crowd of young people gathered, as they do the world over, in the local garage, at the drug store or in the pub. The discussion, through some quirk of fate gets around to motor cars and someone probably said, "I hear there's a car on Fogo Island." Now after the laughter subsided and the originator of the remark had been duly proclaimed insane (for who the devil would take a car to a place where there were no roads) the discussion drifted to other topics. Two people, however, decided that no matter how ridiculous the story seemed to be, they had to find out first hand.

Braving the open waters, probably in a hired boat, they ventured to Fogo Island and after some questioning and searching, sure enough—there it was—the Stutz, being used (heaven forbid) as a tractor to haul boats in and out of the water. Glory be! It was all there except that due to some unfortunate circumstances, the second gear was broken in the transmission. Somehow the car was purchased from the fisherman, loaded on a boat and taken to the mainland where it was eventually trucked to Grand Falls.

Meanwhile, our hero, Don MacCallum, that gay, debonair, bon vivant and man about town, took up residence in Bai Verte under the guise of a workman, having recently emigrated from Canada. While looking for a place to spend his money, fate and the winds of chance caused him to go to Grand Falls in search of a good everyday motorcar. In his usual madcap fashion, he procured a Plymouth car, but of the wrong colour. The dealer arranged to have the car repainted at a body shop and in the course of events Don met the son of the body shop owner. Now this fellow was an antique car buff and owned several old cars and low and behold, was a friend of the owner of the Stutz, who re-discovered it on Fogo Island.

Needless to say, our hero not only ended up with a newly painted car but as well, became the owner of a 1926 Stutz Vertical 8 and no place to store it. Don eventually got the car to Baie Verte where he found a storage building, but alas, the door was too small. He promptly cut the end out of the building, put the car in, and put the end back on the building. Eventually this space proved inadequate and so the car was moved again, this time into a building some sixty by thirty feet, owned by a paper company. The company had the building slated for demolition but instead had given it to an employee who in turn let Don use it to store his car in.

About a year or so passed during which time Don had been transferred to Western Canada. Shortly thereafter he learned that the man who had let him have the building in Newfoundland had suffered a heart attack and had died. There being no deed to the property, the building reverted to the original owner—the paper company—who in turn auctioned it off to the highest bidder. It was purchased by a merchant who was going to use it for the storage of building materials and so, promptly hauled the Stutz outside.

By the time all of this information had reached Don, he was in Barrie and a member of the Georgian Bay Region. He realized that prompt and decisive action was necessary to save his valuable machine. Suddenly, he hit upon a plan which he thought would solve the problem. The plan was to contact either the railroad or a car transport company and have them pick up the car and deposit same in Barrie. Not only was this way too costly, but neither company would guarantee delivery of the article in any reasonable condition. Realizing the hazards of this type of venture and the fact that Stutz dealers are few and far between, if you should happen to lose a part, there had to be another way.

Don takes very good care of his own personal car and for this reason it probably contributed greatly to the solving of his dilemma. One day while having his car serviced at a garage in Painswick (a spot just south of Barrie) he heard someone say "did so and so sell that school bus to the wrecker? " Suddenly the light went on—"What school bus, what school bus? " queried Don. The garage people informed him that a man in Thornton, Ontario (south of Barrie on Hwy. 27) had a school bus that he was going to sell.

Faster than a speeding bullet, our hero drove to Thornton to see the owner of the bus and also to see the bus. The end result was that the machine was purchased and after surmounting some local problems was duly licenced and insured.

The plan was simple—all you had to do was drive the bus to Newfoundland, put the Stutz inside and drive back—easy eh! Ye Gods, how in the world do you get a 4,500 lb. car, 17 feet long and a mile high, with four of the flattest tires you ever saw, four feet up into the inside of a school bus?

Well, as someone once said, "nothing ventured, nothing gained", and so started to modify the "yellow dragon". First out came all the seats as there would be no time to sit around on this project. Then with an acre of space before him he set about to solve two more problems which were:

1. What do you use to get the car inside of the bus?
2. How do you get the car in at all?

In order to get the car inside the bus, the back end of the bus body was cut off with a metal cutting tool. This cut off section was again split vertically and this arrangement, when equipped with large strap hinges and remounted on the chassis, resulted in two very large doors the full width of the vehicle. All that was needed now was some way to drag the monster up into the bus.

The bus was equipped with a power take-off and so was ripe for the installation of a winch. Don bought a used winch from a local dealer but it proved to be rather complicated to install and would have required extensive engineering, so he traded it off for a spare wheel and tire. Now what—the only thing left to do was engineer an installation himself—so he did.

Reverting momentarily to the barter system he traded off a Model T water pump (which he says is almost as extinct as the dodo bird) for the transmission from an Isetta car. This drive unit, coupled with the existing power take-off and another winch assembly was engineered by the cut and curse method, however, it was done and it worked. The next step was to secure some heavy planks to use for ramps, but this was child's play compared to all else.

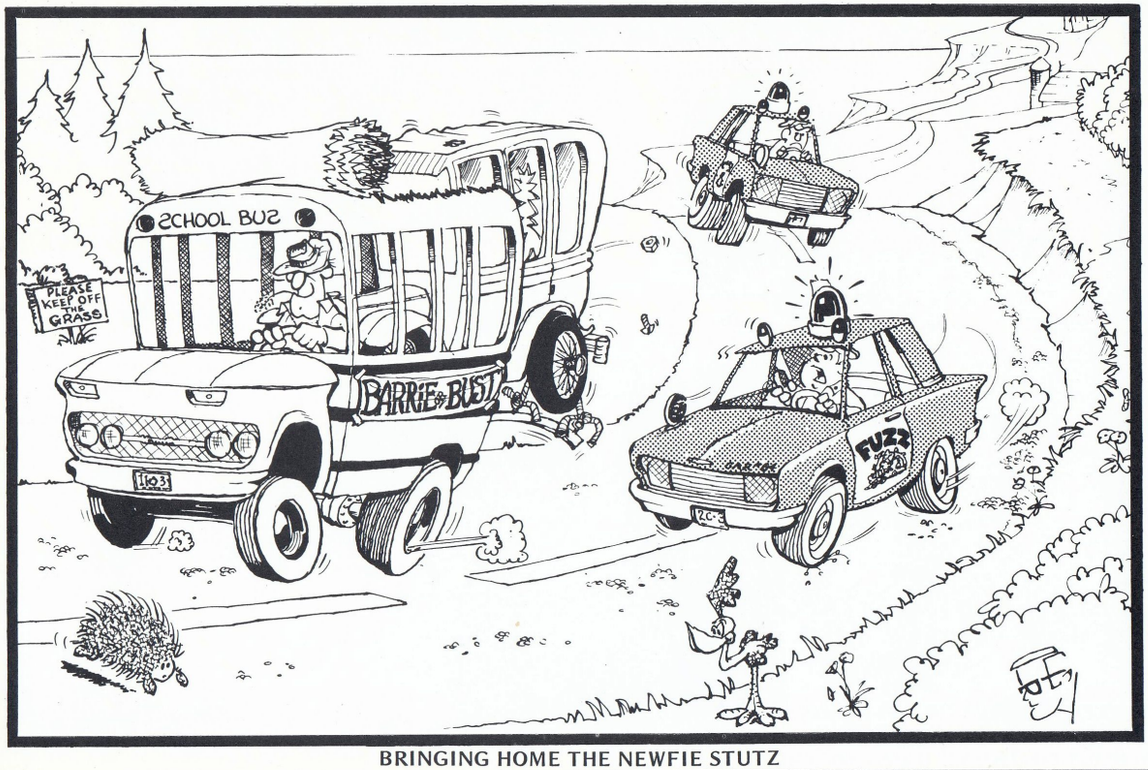
Most of the work was completed at a place called Mac Motors which is an excellent repair shop owned and operated by our Safety Director, Mac McNabb. Another club member, Frank Owen, who is a sign painter by trade, lettered the sides of the bus with the words "Georgian Bay Region". Further investigation by Don disclosed that the bus had recently had the brakes overhauled and been fitted with a rebuilt engine.

One Friday morning in May 1969, when the mist was still on the moor, the yellow dragon was cranked up and with sleeping bag at the ready, Don MacCallum headed for Newfoundland. Four days later and bug-eyed from lack of sleep he and the bus were in Newfie. The only breakdown being caused by the alternator packing it up and requiring a booster battery, to get the bus off the ferry boat at North Sydney. When Don arrived at his final destination he found that it was a holiday week-end and most everything was locked up. He did manage to round up enough help to load up, lock up and be ready to start for home. Four days later he arrived back in Barrie.

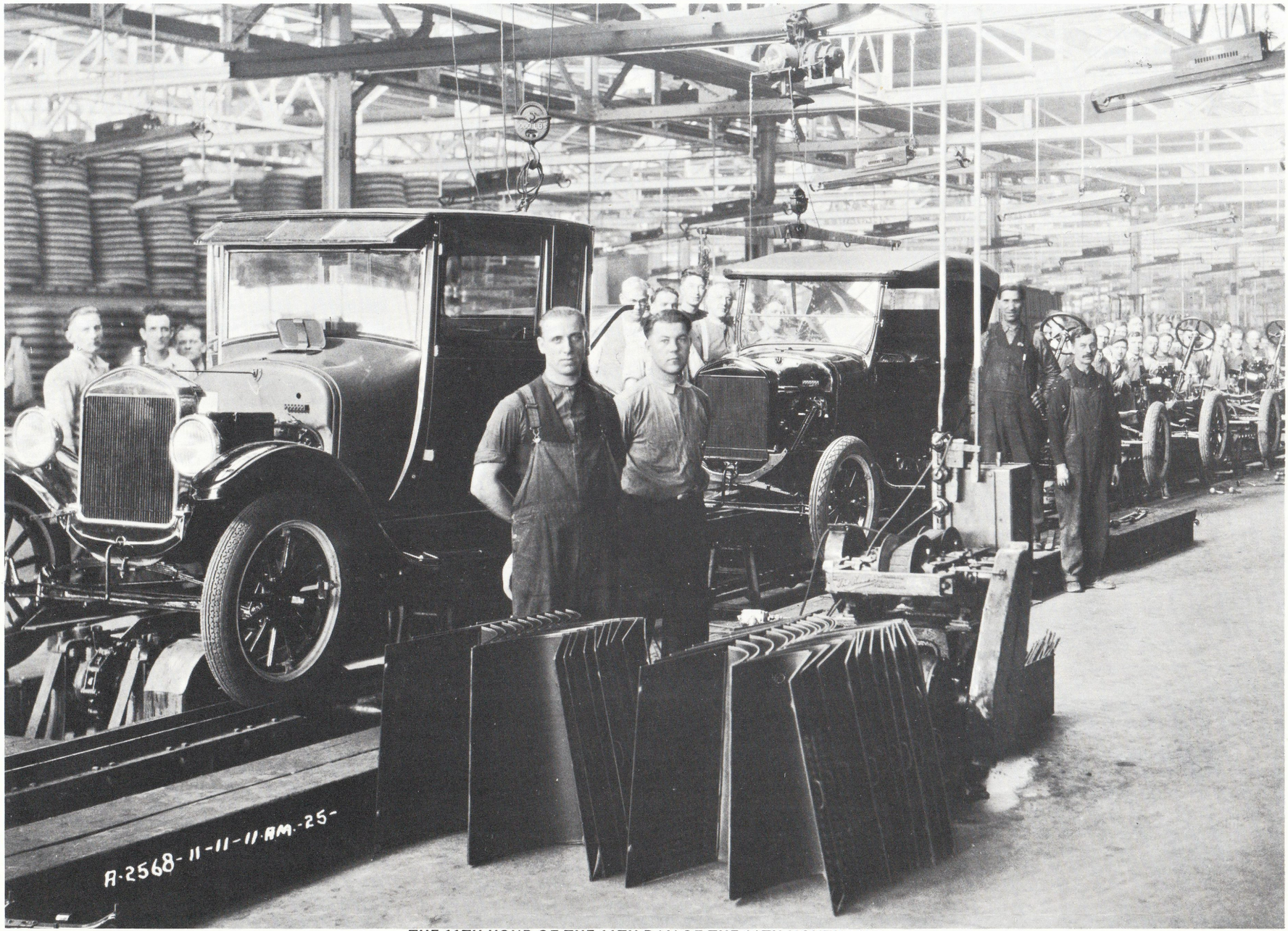
Although we did not have quite enough notice to have a brass band out to meet him, there were a few members anxious to see his car. What a sight to behold, it looked as if this big car had been placed inside the bus with a shoehorn, but she was all there, not necessarily all together, but all there.

At this writing the car is still inside of the bus out at Frank Owen's place in Stroud. Don says that it makes an excellent garage while he searches for just the right place to commence restoration work. There is some speculation, that given the right set of circumstances, this behemoth will be touring with us this summer and will continue to give pleasure to its owner.

When one thinks of the adventures of this one automobile and the various lives it has affected, it staggers the imagination. The long road from Indianapolis to Barrie has taken forty-four years to navigate and no doubt more than a normal lifetime of joy and tears and adventure but nevertheless, this particular car now looks forward to a new life and many happy miles of touring with our club.



BRINGING HOME THE NEWFIE STUTZ



THE 11TH HOUR OF THE 11TH DAY OF THE 11TH MONTH 1925

The story of Ford began in 1896, when Henry Ford sputtered down the horse and carriage streets of Detroit in his buggy-like quadricycle. Seven years later, in 1903, Ford Motor Company was born, followed just one year later by Ford of Canada. The Canadian company and its employees helped to make the history of Canada's evolution from the horse-drawn carriage and the muddy rut-filled roads of yesteryear to the comfortable, personalized transportation of today. The story is told by Herman L. Smith of Oakville, Historical Consultant to Ford of Canada.

Ford Motor Company of Canada, Limited is the oldest existing manufacturer of automobiles in Canada. The company received its charter on August 17, 1904 and on October 10, 1904 started to assemble automobiles in what had previously been the Walkerville Wagon Company.

Later that month the first Canadian-assembled Ford car, a Model C, was proudly driven out of the plant, and started a long procession of Ford products which were to have a profound effect on the Canadian way of life.

There are many contributing factors to the making of a successful industry but the greatest factor of all is people. Henry Ford was a man of vision and determination. He saw the need for a car for the multitude and his determination made it possible.

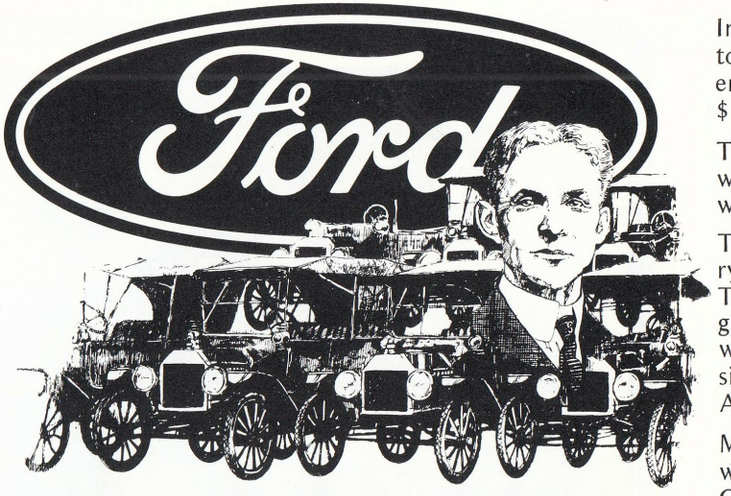
And there were the Canadians. Gordon M. McGregor, President of the Walkerville Wagon Company, early in 1904 felt there might be substance to the speculation that the automobile would replace the horse.

Mr. McGregor's enthusiasm was kindled by the vision and imagination of Henry Ford. With John Curry, his friend and banker, he went to see Mr. Ford and subsequent meetings resulted in their obtaining an agreement to manufacture Ford products for Canada and the British Commonwealth of Nations.

There were a lot of skeptics in those early days of the automobile and raising money to finance a company to manufacture them was not easy. But Gordon McGregor persisted and raised $125,000 to start the new venture.

PHOTO ON THE LEFT

Later mechanized moving assembly line. This picture was taken in the Ford of Canada plant at Ford, Ontario, on the occasion of the observance of Armistice Day. The 11th hour of the 11th day of the 11th month 1925.



OF CANADA

"VINTAGE CANADA" WISHES TO THANK FORD OF CANADA FOR THIS UP-DATED AND AUTHENTICATED ARTICLE. ALL PHOTOS COURTESY OF THE ARCHIVES OF FORD OF CANADA.

The first shareholders' meeting was held on August 29, 1904, to elect officers and set a policy for the new firm. John Gray was named president; Henry Ford, vice-president; and John Curry, treasurer.

Gordon McGregor, the man who had the idea and did all the spade work, became general manager and secretary. It is interesting that the man who was responsible for it all never chose to be president, but it was through his drive and persistence that the company survived the early years. Mr. McGregor set the pace which was to make Ford of Canada a great industrial power.

In 1909 after five years of production the shareholders were paid a dividend of $31 for each $100 invested and in 1910 an additional $100 was paid.

One original share with rights exercised would today be worth in excess of $600,000, not including dividends.

During the first 12 months of production, 107 Model C's and seven Model B's were built. There is no record of any of the Model B's of that first year having survived to this date, but four Model C's are known to exist, three of them in restored condition (including one the writer has) and one "basket case" gathering dust in a barn.

In that first year there were 17 employees with a total payroll of $12,000. In ten years the number of employees grew to 1,867 with a payroll of more than $1,800,000.

Today the figures have risen to 18,325 employees whose payroll and benefits total about $5,870,000 weekly.

Today, Ford operates two engine plants and a foundry at Windsor, car assembly plants in Oakville and St. Thomas, a truck assembly plant in Oakville and a glass plant in Niagara Falls. Ford of Canada is a world-wide organization including wholly-owned subsidiary companies in Australia, New Zealand, South Africa and Singapore.

Mr. McGregor in 1905 employed a young bookkeeper who became his right-hand man and later the first Canadian-born president of the company.

He was Wallace R. Campbell. A ledger containing the first payroll record of the company, and which has many entries in Campbell's handwriting, is preserved in the company archives.

The list of presidents from the start to the present is as follows:

1904 - 1906 ..... JOHN S. GRAY
1906 - 1927 ..... HENRY FORD
1927 - 1929 ..... EDSEL FORD
1929 - 1946 . WALLACE R. CAMPBELL (Canadian)
1946 - 1949 ..... DOUGLAS B. GREIG (Canadian)
1949 - 1960 ..... RHYS M. SALE (Canadian)
1960 - 1970 ..... KARL E. SCOTT
1970 - ..... ROY F. BENNETT (Canadian)

The tremendous progress of the company probably cannot be better illustrated than by recording simple facts of growth for the first ten years.

1904-05 Average number of employees: 17. Cars produced: 117. Ground area: one acre. Capital stock: $125,000.

1905-06 Average number of employees: 19. Cars built: 99. Area and capital stock: the same.

1906-07 Average number of employees: 44. Cars built: 127. Distribution branch: one. Area and capital stock: the same.

1907-08 Average number of employees: 35. Cars built: 324. Distribution branch, area and capital stock: the same.

1908-09 Average number of employees: 55. Cars built: 486. Distribution branches: two. Area and capital stock: the same.

1909-10 Average number of employees: 115. Cars built: 1,280. Distribution branches: five. Capital stock and area: the same.

1910-11 Average number of employees: 251. Cars built: 2,800. Distribution branches: six. Capital stock: $1,000,000.

1911-12 Average number of employees: 565. Cars built: 6,400. Distribution branches: nine. Area: 55½ acres. Capital stock: the same.

1912-13 Average number of employees: 921. Cars built: 11,600. Distribution branches, area and capital stock: the same.

1913-14 Average number of employees: 1,400. Cars built: 15,675. Distribution branches, area and capital stock: the same.

By this time, Canadian distribution branches were located in Vancouver, Calgary, Saskatoon, Winnipeg, Toronto, Hamilton, London, Montreal and Saint John. There was also a foreign distribution branch in Melbourne, Australia.

The models produced in Canada were, by year of introduction:

1904—Model B and C, Model B was the first four-cylinder model produced. The Model C was a two-cylinder car with the motor under the seat. It was a modified version of the 1903 Model A, the first production model in the U.S.

1905—Model F, a modified version of the Model C. It was with the Models A, C, and F that Henry Ford started what was to become his pattern to modify and improve without making drastic model changes.

1906—The big six-cylinder Model K was introduced on the insistence of stock-holders but against the wishes of Henry Ford. It was a big expensive car and not for the "Multitude". It did not go over very well, with the result that Henry Ford said he would not produce another six-cylinder car as long as he lived.

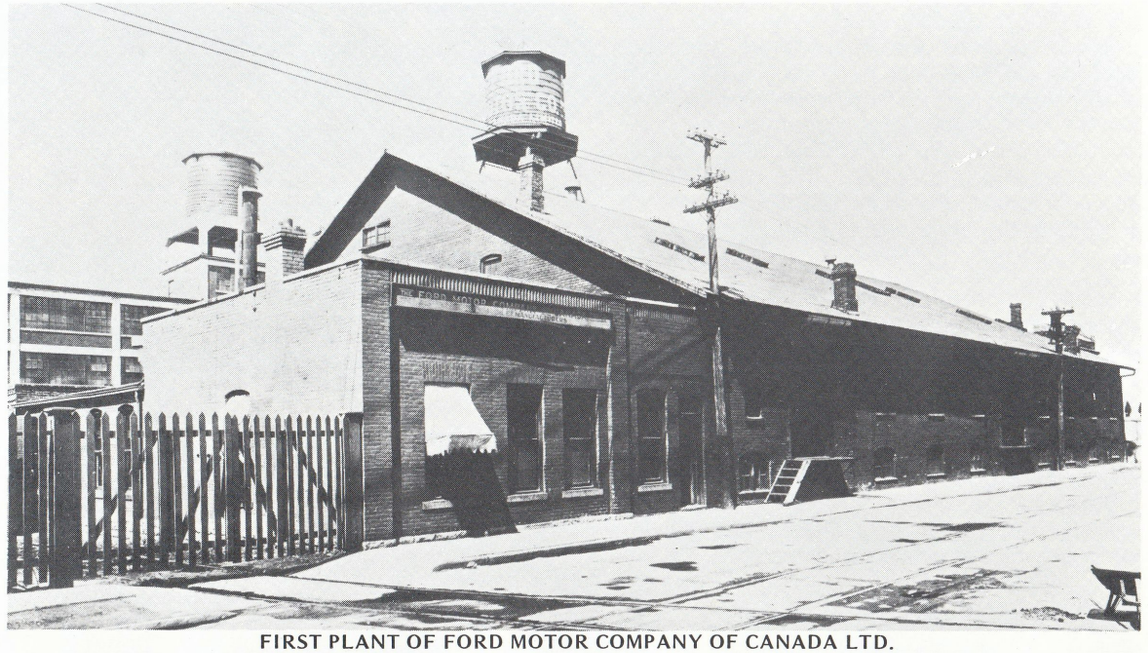
The same year he also introduced the Model N, a four-cylinder car which was the forerunner of the

PHOTO TOP RIGHT

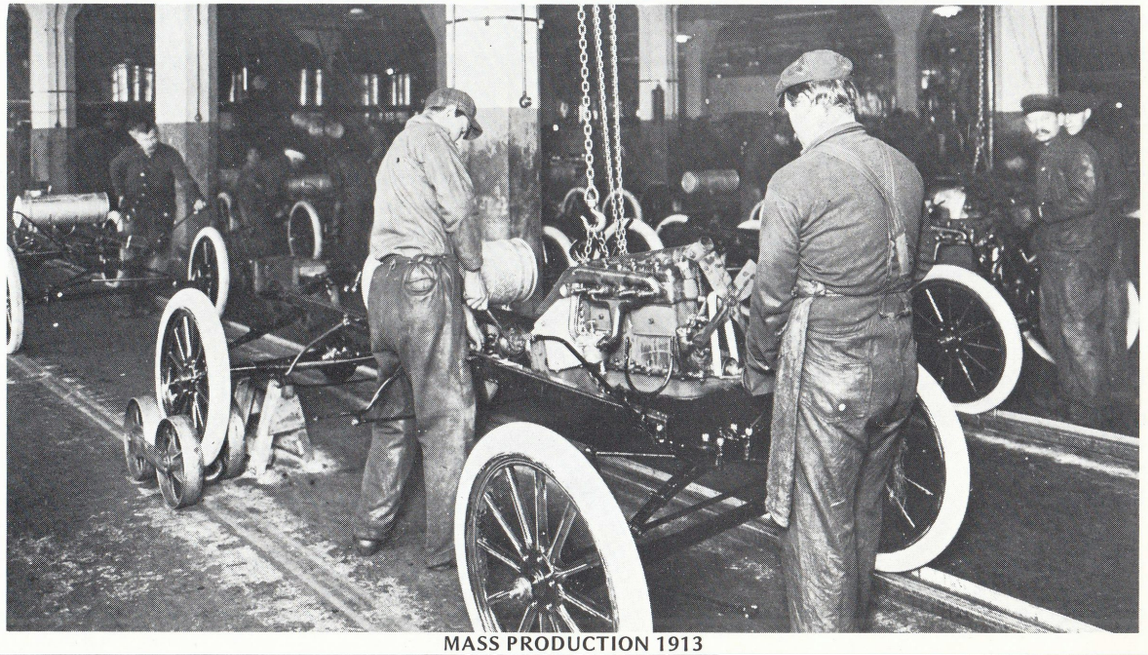
First plant of Ford Motor Company of Canada, Limited. Formerly The Walkerville Wagon Co., Limited, Walkerville, Ontario.

PHOTO BOTTOM RIGHT

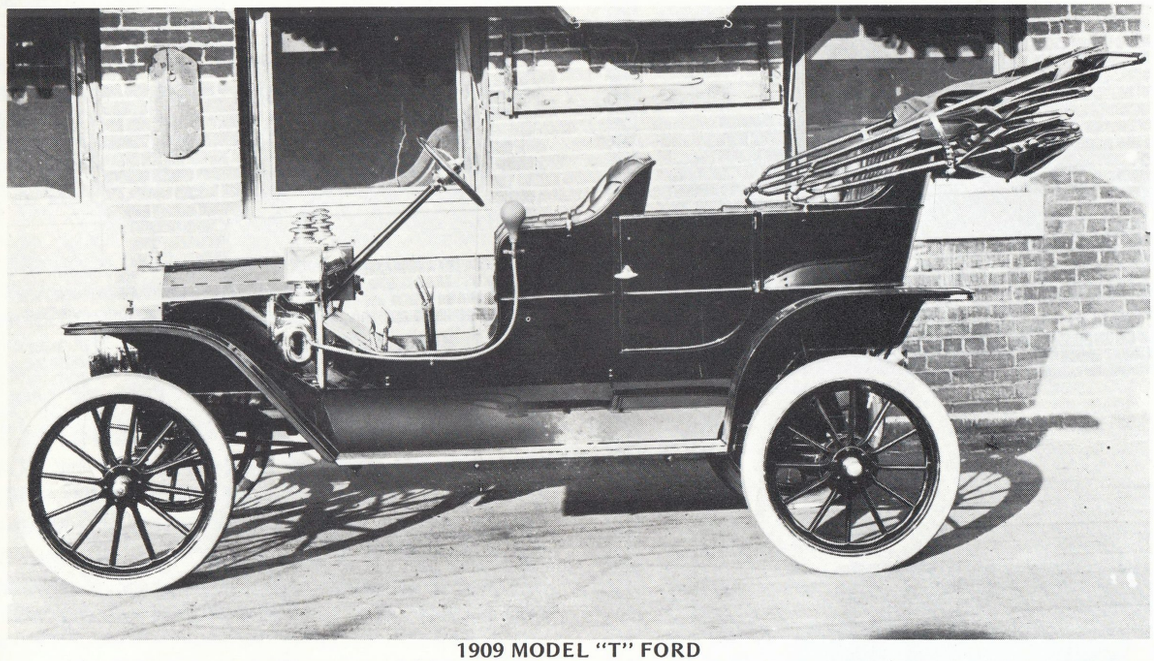
This is mass production—1913 style! The moving assembly line, basis of mass production, was introduced by Henry Ford that spring.



FIRST PLANT OF FORD MOTOR COMPANY OF CANADA LTD.



MASS PRODUCTION 1913



1909 MODEL "T" FORD

1931 MODEL "A" FORD VICTORIA

famous Model T and sold for under $1,000. It was an immediate success and proved the point that a car the average man could afford was what the people were looking for.

1907—Model R, a modified version of the Model N.

1908—Model S, a modified version of the Model R.

1909 to 1927—In the late fall of 1908, the 1909 Model T was introduced and its name became legend. More than 750,000 of them were produced in Canada. There were dealers from coast to coast and it was possible for people to travel anywhere and be certain to get service if and when needed.

The Model T was a simple car, but sturdy, made of the best materials available but without frills. Many owners easily learned how to look after them themselves. The Model T remained basically unchanged from 1909 to 1927. Modified constantly but never really changed. Parts were inter-changeable and many people updated their cars by replacing certain parts, such as fenders and lights, with the newer styles.

It was known as the "Universal Car", and that it was. The farmer could buy a runabout with a removable back deck, which could be replaced easily by a small pick-up body. It became the work horse when needed and readily returned to the family car as required.

Many would jack up a back wheel, attach a pulley to the wheel and it became a power take-off for all sorts of power-driven equipment. It could help saw wood, pump water and run machinery. It created the need for more and better roads and helped to build them. With flanged wheels attached in place of wheels and tires it helped service street car lines and inspect railroad tracks.

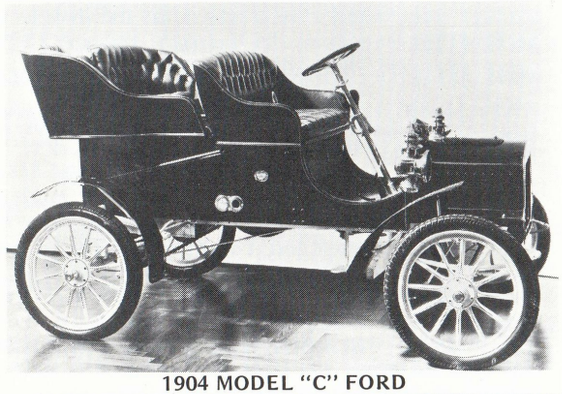
Problems arise with change. With the introduction of the moving assembly line, one problem was the paint-

1909 MODEL "T" FORD

This Model "T" Ford was introduced as the 1909 model in late 1908 and continued on basically unchanged through 1927. The first few hundred were built with two foot pedals and two levers as pictured above. The one lever was removed and became the third foot pedal for which the Model "T" was famous through its long run. The pictured touring car was offered in red or green. The Roadster and Surreyor Tourabout were offered in red, green or gray. The Coupe and Town Car in green.

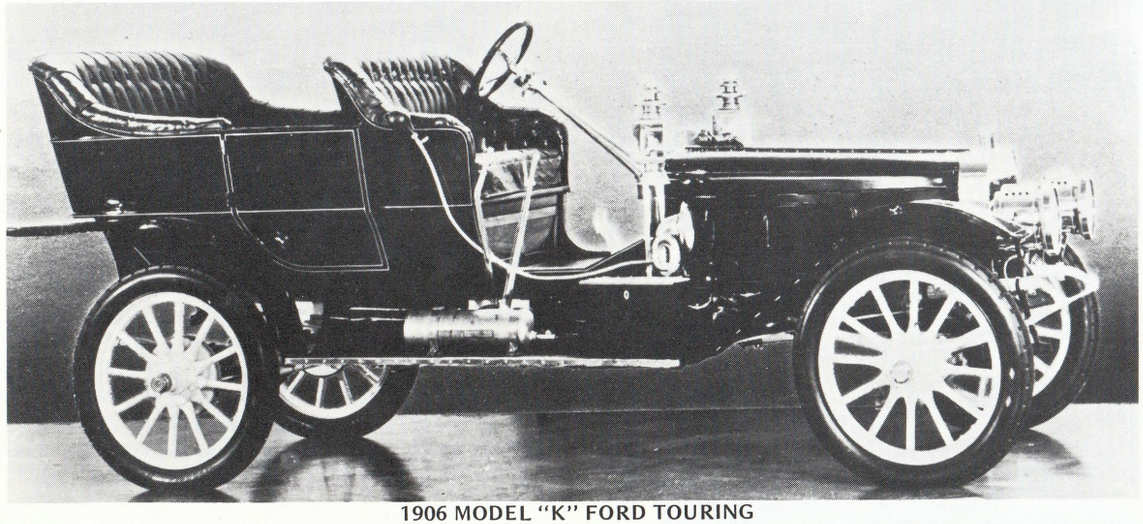
1931 MODEL "A" FORD VICTORIA

A distinctly different body style offered in the final year of Model "A" production. By the end of Model "A" production over 5,000,000 had been built. The Model "A" Ford has become very popular with restorers everywhere.

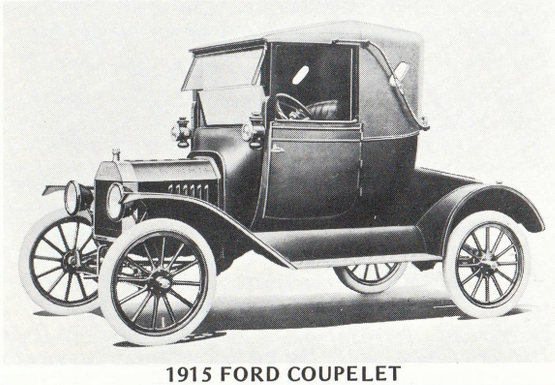


1904 MODEL "C" FORD

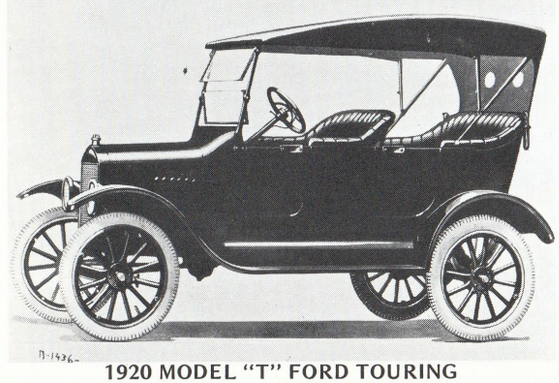
1907-1908 MODEL "S" FORD ROADSTER



1906 MODEL "K" FORD TOURING



1915 FORD COUPELET



1920 MODEL "T" FORD TOURING

ing of the car. Prior to this the bodies were primed, coated with color, then varnished. This method could not keep up with the increased production.

The only paint which would dry fast enough was Japan black which had been used on wheels, so from 1914 to 1925 it was "any color you wanted as long as it was black". The exception was in Canadian production where colors were used through the 1918 model year. Black was not introduced in Canada as the standard color until the model year 1919.

People were always important to Ford of Canada. In 1915 the company voluntarily raised the wages of the employees to $4 a day and reduced workers' hours to 48 per week. Industry as a whole said the company was out of its mind. But Ford felt that improving the lot of the worker was important. It set the pace for industry. Again in 1919 wages were raised to $6 a day.

The year 1925 marked the lowest price for a Canadian Model T. The runabout sold for $395 without starter and less taxes. The starter was $85 extra and the taxes totalled $29.

September of 1925 marked the start of another first. One of the first of the 1926 Model T touring cars had the distinction of being the first motor car to travel across Canada by an all-Canadian route.

Edward Flickinger, chief photographer for Ford of Canada, and Dr. Perry Doolittle, president of the Canadian Automobile Association, on the morning of September 8, 1925, backed a shiny new 1926 T Touring into the waters of the Atlantic Ocean and headed west.

1904 MODEL "C" FORD

This was the introductory model of Ford built in Canada. As early as November 1904 a variation of body style was built in Canada in the form of a side entrance tonneau in place of the rear entrance pictured here. Colours offered were dark green and red.

1907–1908 MODEL "S" FORD ROADSTER

This model was introduced as the Model "N" Runabout in 1906 and offered in maroon, dark green or black. With modifications it was offered as the Model "R" in 1906-1907 in Brewster green and carmine. With further modifications it was offered as the Model "S" Runabout in 1907-1908 in green, and the pictured Roadster in red.

1915 FORD COUPELET

Introductory year of this body style. The top folded down and there was glass in the doors. It was the forerunner of the modern convertible. This same year electric headlights were introduced. Body colour dark blue.

Forty days later the same Ford, no longer shiny, dipped its wheels into the Pacific Ocean at Vancouver. In that period they made motoring history. From September 8 to October 17, they travelled 4,794 miles without once leaving Canadian soil, setting a record that was not to be equalled for many years.

There were only a few hundred miles of paved roads in all Canada in 1925 and they were mainly in or near large cities. For 835 miles there were no roads of any kind and they had to take to the Trans-Continental Railway Lines by substituting flanged wheels for tires. The right of way had to be cleared 14 times. It was the determination of these two men plus the sturdiness of the Model T that carried them through.

They crossed rivers and ravines yet unbridged for road traffic. They burrowed through axle-deep gumbo on the Prairies and crawled over rocks and along precipitous wagon roads in the Rockies. Some days they covered less than 20 miles, yet averaged 120 miles a day for the entire trip.

This historic crossing of the nation was re-enacted in 1973, when Ford of Canada drove two 1974 Mustang II models and two 1974 Cougars from Victoria, B.C. to St. John's, Newfoundland. The "Return of Flickinger", as the re-enactment was affectionately named, drew attention to Ford as a pioneering Canadian automobile company, and demonstrated the breadth of the country's fine highway system.

The Model T era was in two parts, the "Brass" era from 1909 through 1916, so named because the radiator was brass as well as many other parts; and the "Steel" era from 1917 through 1927, so named

1927 MODEL "T" FORD SPORT ROADSTER

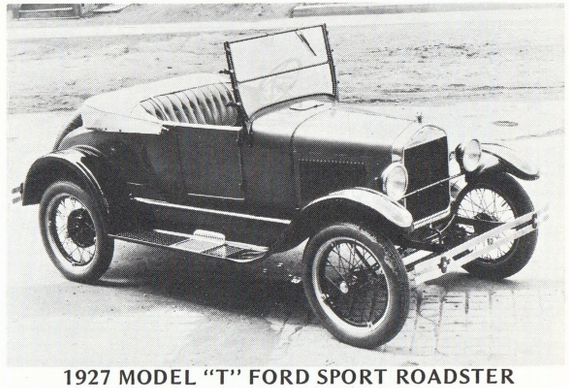
This represents the last year of Model "T" production. All of the features on the pictured car were factory options, which included bumpers front and rear, step plates, wire wheels, wind wings and top boot. Colours were available for this year. With the end of the Model "T" over 15,750,000 had been produced and the name had become legend.

1928 MODEL "A" TUDOR

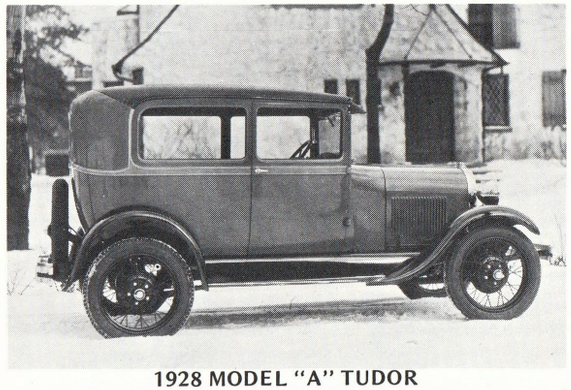
The introductory year of the "New" car which was to continue on through 1931. It was a new car from bumper to bumper and like the Model "T" it was to continue through its production years basically unchanged. Constantly modified and improved nevertheless it remained basically the same. It has been said of the Model "A" that there were as many modifications as there were parts.

1942 FORD FORDOR

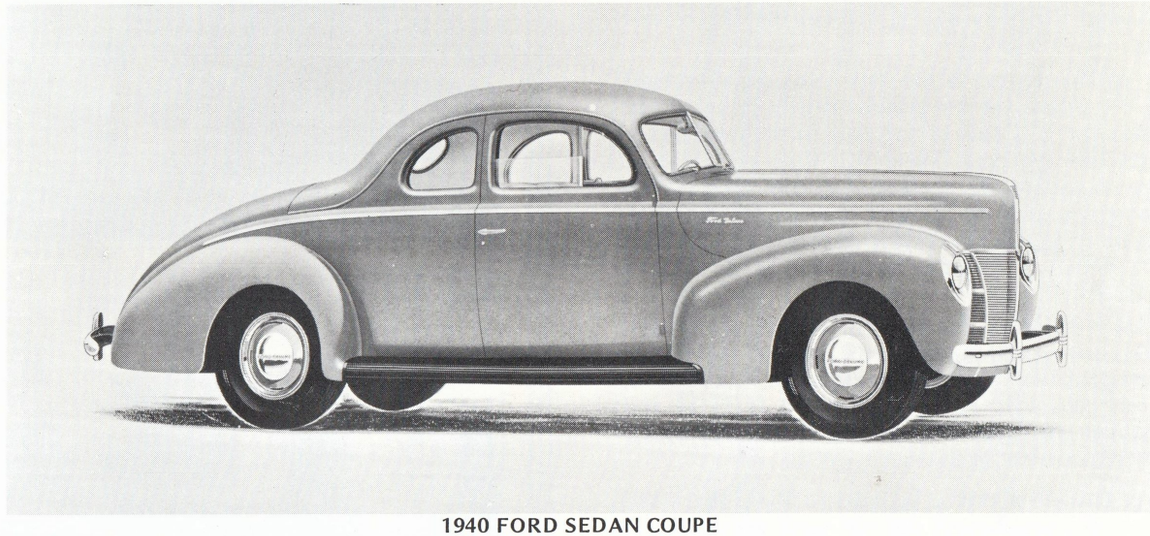
The last of passenger car production until after the end of World War II. Ford of Canada produced more than 50% of all Canadian-made military vehicles.



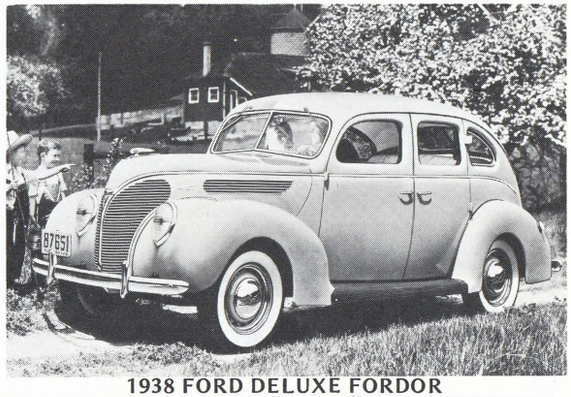
1927 MODEL "T" FORD SPORT ROADSTER



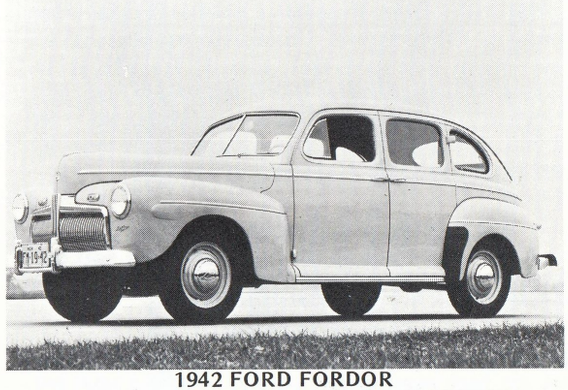
1928 MODEL "A" TUDOR



1940 FORD SEDAN COUPE



1938 FORD DELUXE FORDOR



1942 FORD FORDOR

because the radiator was steel and either painted black or (later) nickle-plated.

The Model T did not end in 1927, only its production. Survive it did, in considerable numbers and today in addition to those in the loving hands of hobbyists there are still some in every day use.

1927—In December, Ford of Canada started to produce the 1928 Model A. The Model A was built through 1931 and left its mark as did the Model T. It marked the greatest transition from the cars of yesterday to the cars of today. It also marked a phase of automobile history that was not before and has not since been equalled. The Model A went from discussion in February 1927 to drawing board to production in the unheard of short period of nine months. It remained basically the same with only minor modifications and the body styling marked the only visible change.

1932—In the depths of the depression Ford brought out a V-8 motor for the popular-priced car which set the pace for V-8 motors to come in the automotive industry. In the post World War I period, Ford of Canada expanded its overseas facilities and built a new machine shop in Windsor costing $12,000,000, and again in the depths of the depression of the thirties launched a building program at a cost of $11,000,000.

The new V-8 introduced in 1932 went on with modifications and improvements until the war years when the company went into production of war vehicles. The last passenger car was produced in 1942 and production was again resumed in 1946, and continued with modifications through 1948.

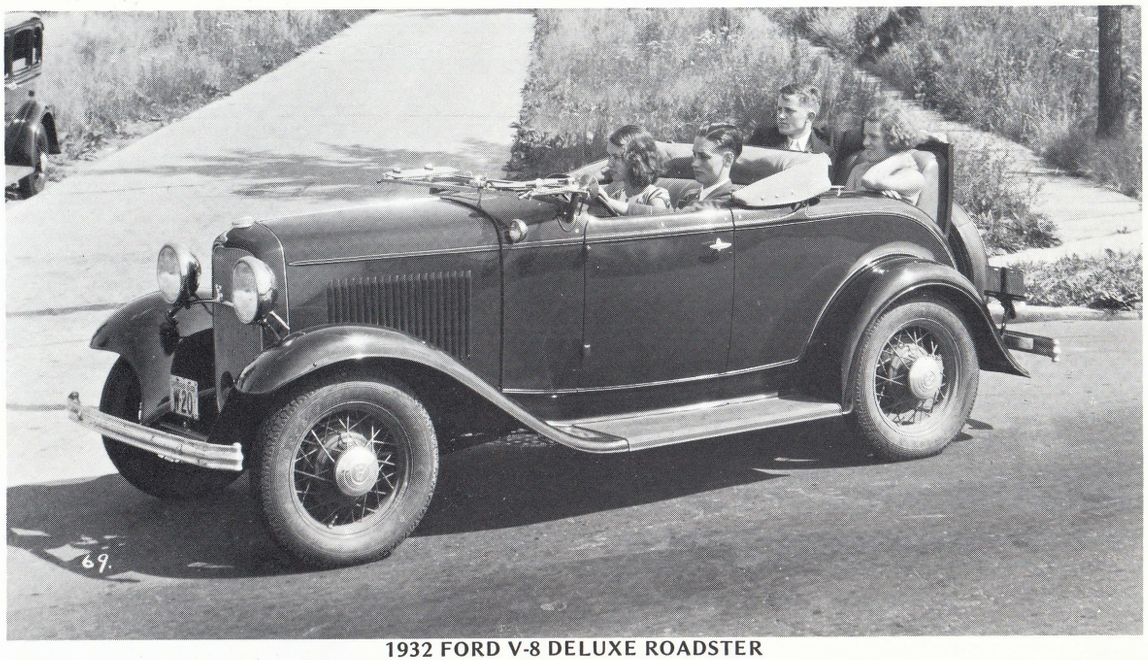
Ford of Canada played a big part in World War I and II. Passenger production did not stop during World War I but right from the start Canadian Fords were on almost all Allied fronts. The chassis was shipped to England to be equipped with a body for use as an ambulance. It was primitive but it did its job and, was affectionately called the "Galloping Bedstead". In World War II, Ford of Canada produced more than 50 percent of all Canadian-made military vehicles.

1932 FORD V-8 DELUXE ROADSTER

In this year Ford introduced the V-8 engine in a light car. The car was so designed that either a V-8 or a 4 cylinder engine could be put in the same body style.

1934 FORD VICTORIA

An interesting body style. The spare tire could be pulled back opening the back panel of the car and offering a small but usable trunk space.



1932 FORD V-8 DELUXE ROADSTER

1934 FORD VICTORIA

1975 COAST TO COAST ANTIQUE AUTO TOUR

In 1967, a group of Antiquers organized and carried out a project as a Canadian Centennial effort and called it The Canadian Coast-To-Coast Centennial Antique Automobile Tour, which, in fact, turned out to be quite a successful tour. The possibility of organizing another somewhat similar tour in the not-too-distant future was discussed, and the New Brunswick Antique Auto Club started to organize in 1969, a tour of their Club to drive to Calgary and back in 1975 on the occasion of Calgary's Centennial Celebrations.

Soon, other Antique Auto Clubs heard or read about the New Brunswick Club's Tour and enquiries poured in from Halifax to Victoria. Eventually, it was confirmed by Mr. Ed Pargee of the Alberta Pioneer Auto Club that the "Calgary Centennial Tour—1975" dates would be July 18, 19 and 20, 1975 and that any and all Antique Auto Tour Organizers should plan accordingly.

With these dates fixed then, we of the N.B.A.A.C. started to do some serious organizing and decided to start out as soon as our schools closed on June 28 and drive to Calgary and back. Then, after some discussion, there were some who felt that this should be a coast-to-coast tour rather than just a Fredericton to Calgary and back tour, so a schedule was drawn up starting in Halifax, driving to Calgary for their Centennial Celebrations, then continue on to Vancouver and Victoria.

The return trip also came in for considerable planning, and here it was decided to attempt to return via the Northern United States except for a drive from Sault Ste. Marie to Sudbury and Oshawa.

1975 COAST - TO - COAST ANTIQUE AUTO TOUR 1975
FINAL SCHEDULE
EAST TO WEST

DAY	DATE	FROM	TO	MILES	TOTAL
1.	Saturday, June 28	Halifax	Moncton	175	
2.	Sunday, June 29	Moncton	Fredericton	130	305
3.	Monday, June 30	Fredericton	Edmundston	160	465
4.	Tuesday, July 1	Edmundston	Charny	200	665
5.	Wednesday, July 2	Charny	Lachute	200	865
6.	Thursday, July 3	Lachute	Ottawa	80	945
7.	Friday, July 4	Ottawa	Peterborough	170	1115
8.	Saturday, July 5	Peterborough	Parry Sound	150	1265
9.	Sunday, July 6	Parry Sound	Elliott Lake	200	1465
10.	Monday, July 7	Elliott Lake	Agawa Bay	200	1665
11.	Tuesday, July 8	Agawa Bay	Marathon	190	1855
12.	Wednesday, July 9	Marathon	Thunder Bay	185	2040
13.	Thursday, July 10	Thunder Bay	Dryden	200	2240
14.	Friday, July 11	Dryden	Winnipeg	210	2450
15.	Saturday, July 12	WINNIPEG			
16.	Sunday, July 13	Winnipeg	Moosomin	215	2665
17.	Monday, July 14	Moosomin	Regina	140	2805
18.	Tuesday, July 15	REGINA			
19.	Wednesday, July 16	Regina	Swift Current	160	2965
20.	Thursday, July 17	Swift Current	Medicine Hat	140	3105
21.	Friday, July 18	Medicine Hat	Calgary	185	3290
22.	Saturday, July 19	CALGARY			
23.	Sunday, July 20	CALGARY			
24.	Monday, July 21	Calgary	Golden	165	3455
25.	Tuesday, July 22	Golden	Kamloops	225	3680
26.	Wednesday, July 23	Kamloops	Vancouver	270	3950
27.	Thursday, July 24	VANCOUVER			
28.	Friday, July 25	Vancouver	Victoria	85	4035
29.	Saturday, July 26	Victoria	Port Angeles (Ferry)		

(THIS TOUR IS SUBJECT TO CHANGE)

REGISTRATION FORM
TO BE COMPLETED AND RETURNED ON OR BEFORE MAY 1, 1975

NAME..... TELEPHONE.....

ADDRESS..... CITY.....

PROVINCE..... POSTAL CODE.....

ENCLOSED IS MY REGISTRATION FEE OF $5.00, MADE PAYABLE TO:
1975 COAST-TO-COAST ANTIQUE AUTO TOUR

SIGNATURE..... DATE.....

All known Antique Auto Clubs in Canada and the Northern United States were contacted and sent tentative tour routes and schedules and return mail either confirmed the routes and schedules or offered alternates. Finally, in December 1973, a "final" schedule was drawn up, and a copy is attached. A few minor alterations may still be made prior to our tour departure, but these would in no way affect the over-all planning.

In 1974, efforts will be directed towards organizing publicity and procuring sponsorships as well as preparing a tour brochure. Also, registration forms will be widely distributed so that any interested Antiquers may register for the tour. Only in this way can we organize those vital final details such as local and club activities along the way.

The Craven Foundation is assisting us on this tour by preparing and printing the tour brochure as well as making the tour plaques, plates, and identification tags. Local club activities are being left to the individual clubs to organize and sponsor, but we are stressing that slow-moving parades be kept to a minimum. Instead, we would rather have static-type displays or short evening get-togethers with other clubs.

The tour organizers also wish to emphasize that not all the "Tourists" are expected to start in Halifax and drive to Calgary or Victoria and back. Instead, we will welcome any Antiquers who wish to join the tour at any spot along the way, and they will also be free to leave the tour any time they wish. That is why we call it a Coast-To-Coast Tour—Antiquers from coast-to-coast will be involved.

We have no indication to-date of how many Antique Autos or Antiquers will be involved, but we should have a fairly close estimate by the end of this year after registrations have been received.

For further information—

Lucide (Cid) Rioux
Tour Chairman
P.O. Box 25
R.R. 6, (Silverwood)
Fredericton, New Brunswick

WEST TO EAST					
DAY	DATE	FROM	TO	MILES	TOTAL
30.	Sunday, July 27	Port Angeles	Wenatchee	175	4210
31.	Monday, July 28	Wenatchee	Spokane	170	4380
32.	Tuesday, July 29	Spokane	Libby	165	4545
33.	Wednesday, July 30	Libby	St. Mary	175	4720
34.	Thursday, July 31	ST. MARY			
35.	Friday, August 1	St. Mary	Havre	190	4910
36.	Saturday, August 2	Havre	Wolf Point	215	5125
37.	Sunday, August 3	Wolf Point	Minot	215	5340
38.	Monday, August 4	Minot	Grand Forks	210	5550
39.	Tuesday, August 5	Grand Forks	Duluth	260	5810
40.	Wednesday, August 6	DULUTH			
41.	Thursday, August 7	Duluth	Marquette	250	6060
42.	Friday, August 8	Marquette	Sault Ste. Marie	165	6225
43.	Saturday, August 9	Sault Ste. Marie	Sudbury	185	6410
44.	Sunday, August 10	Sudbury	Orillia	170	6580
45.	Monday, August 11	Orillia	Oshawa	70	6650
46.	Tuesday, August 12	OSHAWA			
47.	Wednesday, August 13	Oshawa	Brockville	190	6840
48.	Thursday, August 14	Brockville	Burlington	190	7030
49.	Friday, August 15	Burlington	Skowhegan	230	7260
50.	Saturday, August 16	Skowhegan	Fredericton	225	7485
51.	Sunday, August 17	Fredericton	Moncton	130	7615
52.	Monday, August 18	Moncton	Halifax	175	7790
TOUR "B"					
24.	Monday, July 21	Calgary	Lake Louise	115	
25.	Tuesday, July 22	Lake Louise	Jasper	145	
26.	Wednesday, July 23	Jasper	Edson	105	
27.	Thursday, July 24	Edson	Edmonton	130	
28.	Friday, July 25	EDMONTON			
29.	Saturday, July 26	Edmonton	Red Deer	95	
30.	Sunday, July 27	Red Deer	Calgary	90	
31.	Monday, July 28	Calgary	Lethbridge	135	
32.	Tuesday, July 29	LETHBRIDGE			
33.	Wednesday, July 30	Lethbridge	St. Mary	85	
34.	Thursday, July 31	ST. MARY		900	

I PLAN TO TAKE PART IN THE TOUR WITH THE FOLLOWING:

AUTO MAKE ..... NUMBER OF ADULTS.....

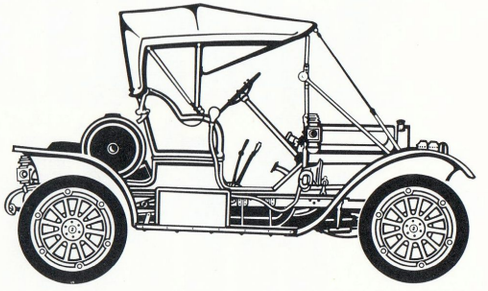
YEAR..... MODEL..... NUMBER OF CHILDREN.....

A. I WILL JOIN THE TOUR AT ..... AND LEAVE AT ..... OR

B. I EXPECT TO DO THE WHOLE TOUR, HALIFAX TO VICTORIA AND RETURN.....

MAIL THIS FORM AND FEE TO:
1975 COAST-TO-COAST ANTIQUE AUTO TOUR
c/o N.B. ANTIQUE AUTO CLUB
P.O. BOX 25, R.R. 6 (SILVERWOOD) FREDERICTON, NEW BRUNSWICK E3B 4X7

VINTAGE CANADA



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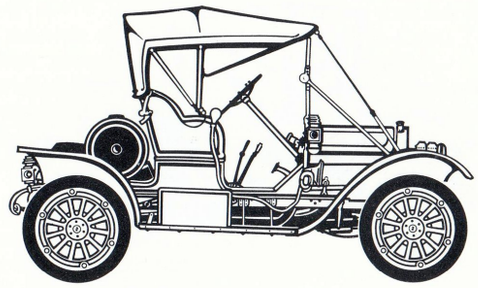
VINTAGE CANADA



LE NOUVEAU PÉRIODIQUE ENTIÈREMENT CANADIEN S'ADRESSANT AUX PASSIONNÉS DE L'AUTOMOBILE ANCIENNE AU CANADA.

Écrite par une équipe de rédaction pancanadienne, cette publication vous offrira des articles documentés du plus haut intérêt, des comptes rendus provinciaux et régionaux, des articles de fond, des renseignements sur la restauration et la recherche, des présentations de livres, des comptes rendus de travaux de restauration, des nouvelles des clubs de tout le pays, et, en outre, une circulaire bimestrielle de publicité gratuite.

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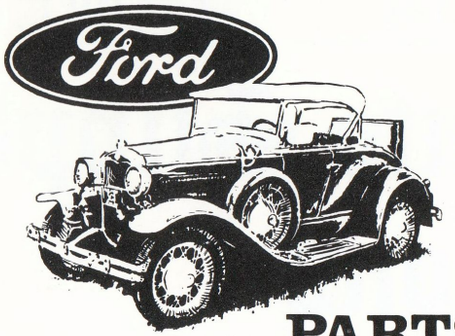

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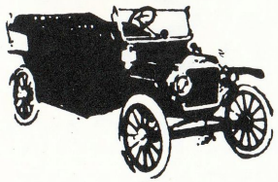

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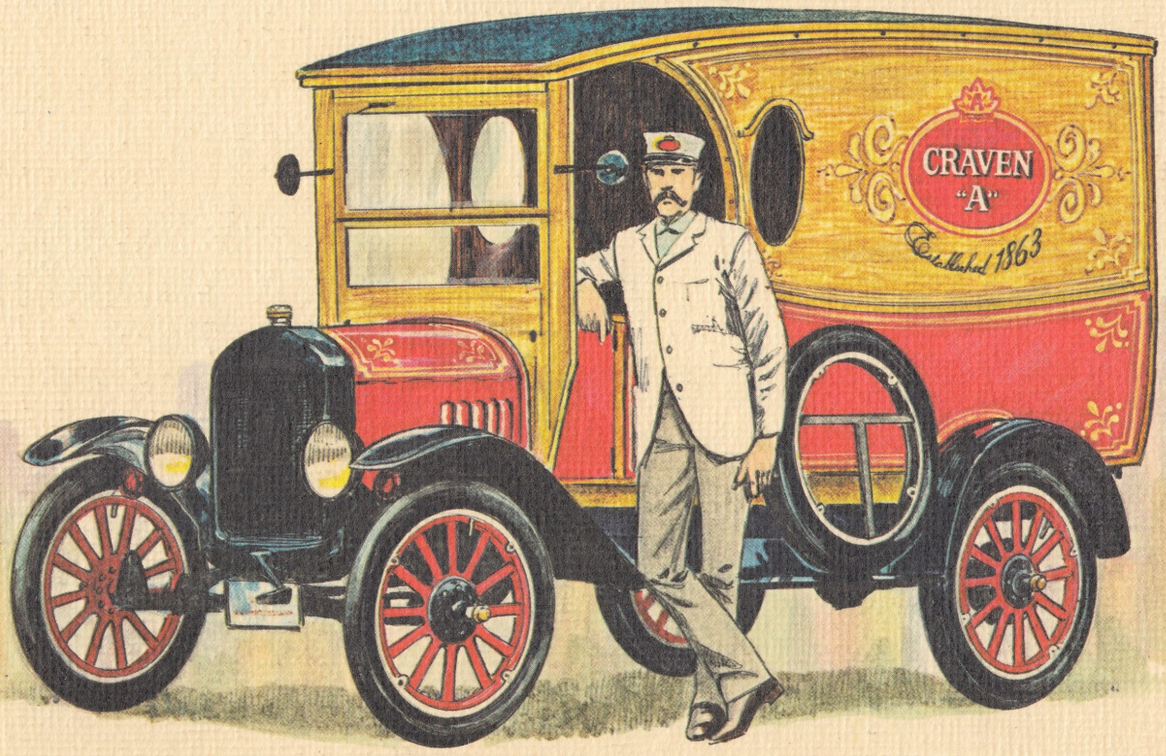

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